The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS —
Sterling £1,500,000 at 2/= $15,000,000
Silver $14,000,000
$29,000,000
RESERVE LIABILITY OF PROP'TORS. $15,000,000

COURT OF DIRECTORS:
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS GRAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 3rd February, 1909 [20

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000
ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
" 6 " 4 " " " "
" 3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
" " " 6 " — 3½ "
" " " 3 " — 2½ "
JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [21

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
On Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [19

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... " 15,100,000

Head Office:—YOKOHAMA.

Branches and Agencies,

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months ..... 5% p.a.
" 6 " ..... 4% "
" 3 " ..... 3% "
TAKEO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
} Berlin.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
} Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [73

Intimations.

$10 Per Pair.

THE SAVOY

IS SHOWING A NEW SELECTION OF

AMERICAN SHOES.

Suitable for the Races.
Inspection is earnestly invited.

13, QUEEN'S ROAD CENTRAL.
Hongkong, 9th February, 1909. [18

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.
Apply to—
R. J. LOPES,
C/o *Hongkong Telegraph* Office.
Hongkong, 9th March, 1908. [46

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
KOBE	BANCA, Capt. C. J. Benton, R.N.R.	About 17th Feb.	Freight only.
SHANGHAI	DELTA, Capt. W. H. B. Snow	About 19th Feb.	Freight and Passage.
LONDON, &c., via usual Ports	BRITANNIA, Capt. S. Barcham	Noon, 20th Feb.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALTA, Capt. W. F. Crossey	About 24th Feb.	Freight and Passage.
SHANGHAI, KOBE, MOJI & YOKOHAMA	PALMA, Capt. G. W. Cookman, R.N.R.	About 1st Mar.	Freight only.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th February, 1909 [4

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

TRAVELLING REQUISITES.

WARDROBE TRUNKS.

LANE, CRAWFORD & CO. [30

V. O. S.

AND

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
15, Queen's Road Central.
Hongkong, 28th January, 1909 [31

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.
Hongkong, 16th July, 1908. [67

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1908. [27

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,095 Tons.
"HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG."
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 21st February.
S.S. "SUI-AN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.
Popular Excursion Rates as usual.
S.S. *Sui Tai* will not run on Sunday, 21st inst.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [1

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.
A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909. [26

GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

Feed at the Carlton if you want to get an excellent Meal.
On and after 1st February next, we are prepared to cater Breakfast, Lunch and Dinner for $45/- per month.
Outdoor catering a speciality.
For further particulars, apply
MANAGER.
Hongkong, 30th January, 1909. [25

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.
Under Personal Supervision of
L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.
Telephone, 170. Telegrams "Astor." [24

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

—:o:—

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ REGENT LUITFOLD" Capt. H. Kirchner	WEDNESDAY, 24th February, Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. H. Minssen	THURSDAY, 25th February, 5 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. Rud Meyer	About THURSDAY, 25th February.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th February, 1909. [5

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
" TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelin	15th Feb., P.M.
MARSEILLES, VIA PORTS	POLYNESIEN	Broc	16th Feb., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	NERA		1st March, P.M.
MARSEILLES, VIA PORTS	SALAZIE	Magnen	2nd March, at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd February, 1909 [9

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908. [14

WEST RIVER BRITISH STEAMSHIP COMPANIES.

—:o:—

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to— BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong 18th March, 1907. [12

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

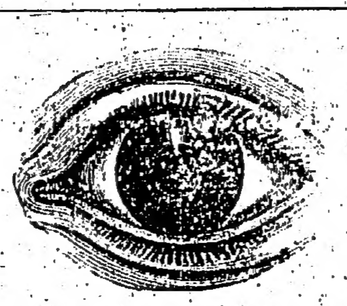
Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranted.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD,

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,	CALCUTTA,	SHANGHAI,
1, John Street, Bedford Row, W.C.	53, Bentinck Street	566, Nanking Road

Hongkong, 4th March 1908. [32

PHILATELIC NOVELTY
suitable for
PRESENTS.

BAGS OF USED POSTAGE STAMPS.
Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for $8.00	4,000 for $4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
700 " 2.00	1,000 " 1.50
300 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPS, MANILA CIGARS AND CIGARETTES, &c., &c., &c.

Inspection invited.

GRACA & Co.,
56] No. 27, Des Vœux Road.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.		
7.30 a.m. to	9.30 a.m.	...Every 10 minutes.
9.30 a.m. to	11.00 a.m.	...Every 15 minutes.
11.30 a.m. to	12.45 p.m.	...Every 15 minutes.
12.45 p.m. to	1.15 p.m.	...Every 10 minutes.
1.15 p.m. to	1.45 p.m.	...Every 15 minutes.
1.45 p.m. to	2.15 p.m.	...Every 10 minutes.
2.15 p.m. to	3.00 p.m.	...Every 15 minutes.
3.30 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	8.00 p.m.	...Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	...Every 15 minutes.
9.00 a.m. to	9.30 a.m.	...Every 30 minutes.
9.30 a.m. to	10.30 a.m.	...Every 15 minutes.
10.30 a.m. to	11.00 a.m.	...Every 10 minutes.
11.45 a.m. to	12.00 noon	...Every 15 minutes.
12.00 Noon to	1.00 p.m.	...Every 10 minutes.
1.00 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	6.00 p.m.	...Every 10 minutes.
6.00 p.m. to	7.00 p.m.	...Every 15 minutes.
7.00 p.m. to	8.00 p.m.	...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907. [45

For Sale.

FOR SALE.

LAUNCH "KWAICHOW" (Chefoo).

PROPERTY of The Witwatersrand Native Labour Association, Limited.

Length	75 ft. 8 tenths.
Breadth	12 ft. 5 tenths.
Depth	7 ft. 5 tenths.
Horse Power	75
Tonnage Gross	40.41
Tonnage Registered	15.72

Built by Kwong Hip Loong Co., Ltd., Hongkong, 1904.

For further particulars apply —

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th February, 1909. [170

RACE NUMBER

THE KALEIDOSCOPE

(Tom Swaby's Magazine).

ON SALE EVERYWHERE,

or from

14, ALEXANDRA BUILDINGS.

Hongkong, 10th February, 1909. [163

THE DAIRY FARM CO., LTD.

FINE FRESH

AUSTRALIAN BUTTER,

73, 75 and 80 cents a lb.

Sold in ¼ lb. pats to suit convenience of customers.

Hongkong, 2nd February, 1909. [138

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1907. [45

GUILLOTINE REVIVED IN FRANCE.

CROWD CHEERS AS CONDEMNED MEN MEET THEIR DEATH.

Paris, January 11.

Extraordinary interest was manifested to-day by Parisians in the quadruple execution at Béthune in the Pas de Calais. Special editions were being cried in the streets shortly after eight o'clock this morning, and the newsvendors kept up a constant cry of fresh editions until noon.

The reason of this unusual interest is to be sought firstly in the fact that no execution has taken place in France for nearly three years—that is to say, until the Chamber had pronounced itself for or against the death penalty; secondly, in the quite exceptional circumstance that four murderers were paying the penalty of their crimes one after the other.

The guillotine was seen for the first time in Béthune for 64 years.

An attempt to "cinematograph" the scene was fortunately abortive. It is, nevertheless, quite possible that Parisians will be treated to a faked spectacle to-morrow. Should this be so it is understood that the prefect of police will interfere.

TRAFFIC IN ADMISSION CARDS.

Crowds began to gather around Béthune prison last night, and the numbers were constantly swelled by miners and country people trooping in from the outlying districts. Personal cards of admission issued to privileged persons to what may be called the inner circle around the guillotine were trafficked for sums varying from 10s. to £2. At three o'clock Deibler and his assistant began putting up "the widow"—as the French facetiously call the guillotine—in front of the gaol, and the vast crowd of men, women, and children began to shout its satisfaction in the words:—"Death to the ruffians."

Close to the guillotine was M. Lecoq, a son and brother of the victims of one of the Pallets' worst crimes. "It is a satisfaction for me to see them guillotined," he remarked to a journalist.

In other parts of the dense crowd people were singing a doggerel specially composed for the occasion.

At six o'clock the Procureur of the Republic, with the sub-Prefect and the governor of the prison, entered Abel Pallet's cell. The condemned man had passed a sleepless night, kept awake by the shouts of the mob outside the prison. He did not even then know that his fate was sealed.

"Courage, Abel Pallet. Your petition for mercy has been rejected. Courage!"

SORRY FOR WIFE AND CHILDREN.

"I will have courage," was the reply. "I do not boast of my crimes; I expected to expiate them; I will be courageous. I am sorry for my wife and children."

Then, pointing to the Prefect, he added: "I hope you will use your influence for the conditional release of my wife. She is not to blame. I led her astray."

He then asked for pen, ink, and paper, and wrote in a firm hand: "I am sorry for my wife and children. I thank my superiors and all the officials who have been kind to me."

Auguste Pallet merely remarked: "I expected it," and Canut Vromant cried on hearing that his petition had been rejected: "It is wrong; it is unjust."

A temporary altar was set up in the corridor of the prison, and the prisoners were offered the supreme consolation of religion. The two Pallets refused—Abel remarking to the chaplain: "Thank you for what you have given me. That will do. I have made my confession to the juge d'instruction. Au revoir."

Deroo and Canut Vromant, however, from within their prison cells heard the celebration of Mass, and confessed themselves to the priest.

CARRIED IN A STATE OF COLLAPSE.

The belfry bell now struck seven. A drizzling rain was falling. A few minutes later the command rang out, "Shoulder arms," the prison gates swung back, and Deroo, already more dead than alive, was borne to the guillotine.

There was a click—and then the crowd yelled: "Bravo!"

Next came Canut Vromant. He offered more resistance, but a sturdy executioner promptly reduced him to helplessness.

After him came Auguste Pallet, whose appearance was greeted with yells of: "Death to him. We want to see." The wretched man's eyes were standing from his head with horror at the sight of the guillotine. Those close by heard him say to the assistants: "Go away. Leave me alone."

Last came the leader who had already been asked for and been given, coffee, cigarettes, and rum.

"That is he! That is he! A mort! A mort!"

SHOUTED AT THE CROWD.

Abel Pallet, in a voice that he struggled hard to make firm, cried: "You pack of do nothings. Down with the priests! Lead the social revolution."

The horror of the moment was deepened by the wretched man's last struggle to throw off the clutch of the executioners, and it was several seconds before his body could be forced on to the plank and his head into the aperture.

The quadruple execution lasted eight minutes, strenuous efforts being made by the crowd to press forward to the guillotine. The troops had hard work to stand firm.

PROBABLY THE LAST PUBLIC EXECUTION.

It is, indeed, quite likely that this will be the last public execution in France. Public opinion is fast beginning to disapprove very strongly of these useless exhibitions, and the Chamber will be shortly asked to vote that executions take place in future within the prison walls, as in England.

Intimations.

HOTEL MANAGER.

BRITISHER, married, with Eastern and Colonial Experience, seeks position as MANAGER. Highest References. At liberty in May.

Address:— "HOTEL,"
C/o *Hongkong Telegraph.*

Hongkong, 2nd February, 1909. [139

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking, Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,
84, Piccadilly, W.

London, 19th August, 1908. [766

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS Co
(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates o passage, &c., in connection with above.

SHEWAN, TOMES & Co
Agents

Hongkong, 1st July, 1907. [1c

HARBOUR MASTER'S DEPARTMENT.

No. 99.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On MONDAY, the 15th February:—

From Sacred Hill near Kowloon City in an Easterly direction, at ranges up to 6,000 yards, commencing at 10 A.M., and finishing at 2 P.M.

On TUESDAY, the 23rd February:—

From Western F.C., Belchers and Stonecutters in a South-Westerly to Westerly direction, at ranges up to 10,000 yards, commencing at 10.30 A.M., and finishing at 2 P.M.

From Stonecutters in a Westerly direction, at ranges up to 6,000 yards, commencing at 3 P.M., and finishing at 5 P.M.

On THURSDAY, the 25th February:—

From Lyemun F.C. in a South-Easterly direction, at ranges up to 14,000 yards, commencing at 11 A.M., and finishing at 10 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR,
Commander, R.N.,
Harbour Master, &c.

Hongkong, 12th February, 1909. [183

D. NOMA,

PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1908. [36

BENGER'S
Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

Intimation.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 20th day of February, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1908.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 9th February, 1909. [157

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from TUESDAY, the 9th instant, to SATURDAY, the 20th instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 5th February, 1909. [147

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd February, 1909, at 12 o'clock noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors,

THOS. L. ROSE,
Secretary.

Hongkong, 27th January, 1909. [123

HONGKONG ROPE MANUFACTURING CO., LD.

THE 25TH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, St. George's Building, 6, Connaught Road, Victoria, on SATURDAY, 27th February, 1909, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 23rd of February, to SATURDAY, the 27th February, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 12th February, 1909. [179

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers, at 12.30 P.M. on SATURDAY, 27th instant, to receive a statement of the Company's Accounts to 31st December, 1908, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th instant to the 27th instant, both days inclusive.

JARDINE, MATHESON & Co., LD.,
General Managers.

Hongkong, 13th February, 1909. [182

NOTICE

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of the abovementioned Company will be held at its Registered Office, Nos. 9 to 17 Pedder Street, Victoria, Hongkong, on FRIDAY, the 26th day of February, 1909, at 12.30 P.M. for the purpose of considering and if thought fit passing the following Resolutions:—

1. "That the capital of the Company be increased to $1,000,000 by the creation of 8,000 additional shares of $50 each ranking for dividend and in all other respects pari passu with the existing shares in the Company."

2. "That the said 8,000 additional shares be offered in the first instance at par to all members of the Company registered as shareholders on the First day of March 1909 in the proportion of two new shares for every three original shares held by them and upon the footing that fifty per cent of the full amount of each new share taken up shall be paid to the Company on acceptance of the offer and that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by payment will be deemed to be declined and that the directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company."

By Order of the Board of Directors,

C. MOONEY,
Secretary.

Hongkong, 13th February, 1909. [181

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING of SHAREHOLDERS in the Company will be held at the Company's Offices, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from 19th February to 4th March, both days inclusive.

By Order,

C. PEMBERTON,
Secretary.

Hongkong, 13th February, 1909. [180

A SHADOWLAND OPIUM CONFERENCE.

"O magna vis veritatis!" Cicero.
"We speak the Truth in Shadowland." Anon.

IV.

The momentarily adjourned meeting resumed its course, and was enlivened by the remarks of new speakers, including Lord John Russell, Mr. Gladstone, the Duke of Wellington, Prince Bismarck, Admiral Alexieff, Sir Robert Peel, etc.

Lord Shaftesbury.—What was the immediate effect of your destruction of the 20,291 chests of opium?

H.E. Lin.—A rise in price!

Lord Shaftesbury.—But wasn't the supply exhausted?

H.E. Lin.—By no means. Before the destruction was actually completed, sales had recommenced with greater vigour than ever. Demand was beyond all precedent.

H.I.M. Tao Kuang.—I have already told you that we had not the power to prevent it. The Opaque of the present day have seen what the Canton people can do when they have the will. Japanese goods have rotted on their wharves, for none would buy. But neither the presence of H.E. Lin nor the distant thunders of Peking could make Canton forego its smoke. It is only where will and power are one that social vice can be eradicated. We had made a mistake. Under the cloke of an assault on opium we had begun an attack on the foreigner. Our weapon was turned against our own breast by our own people.

Lord Shaftesbury—But the moral weight of England was on your side!

Mr. Gladstone—It was indeed,—at least some of it. It was its chief exponent in the House of Commons. I wrestled in spirit, I argued in debate, I pleaded, I exhorted, I denounced.

Sir Robt. Peel.—Do you remember asking me whether it would be in accordance with party interests for you to do so, and my saying "Yes"?

Mr. Gladstone—You did, I remember. Morley has said as much in my "Life." Of course our main object was to dish the Whigs.

The Duke of Wellington—Anything to get the scoundrels out.

Mr. Gladstone—And we did it. We deftly dovetailed two charmingly conflicting thoughts; First, that Captain Elliot's line of action was politically wrong and morally indefensible; and Second, that the Government had not placed sufficient strength at his disposal to enable him to enforce it.

Wellington—It worked like a charm, I remember.

Mr. Gladstone—And from it has arisen the pernicious fiction that the first war with China was an Opium War; a fiction sown by us Tories, for party purposes, cultivated by missionaries as an explanation of their failure, watered by our enemies for national ends, and ever since reaped, both by China and England, in a noxious harvest of misunderstanding and suspicion.

(Our readers will have noted during the course of these conversations amongst the Celebrities of the Spookton Club, that cross-examination as we understand it is by no means resented; on the contrary it is warmly welcomed as a device by which the Opaque may be enabled to see more clearly into the soul of the subject and the inner consciousness of those who played a part in its development. Thus it comes to pass that the marvellous combination of moral inflexibility and partisan pliableness darkly hinted at in Morley's "Life of Gladstone" is here openly exhibited by the great statesman himself. Other examples will follow in due course. Ed.)

H. I. M. Tao Kuang.—You must be careful to remember that at that time we had but one desire, one object in all our foreign relations, and that was to keep the foreign devil in his place, *viz., down.* Viewed through the perfect transparency of this post-terrestial existence, it is easy to see that there at least a dozen grounds on which England might justly have made war, most of them of greater consequence than opium ever was. Talk of the "Opium War," therefore, is a sign either of malevolent ignorance or of ignorant malevolence. That is clear.

Wells Williams.—Men might as well declare that our war with Spain was "caused" by the sinking of the Maine.

Prince Bismarck.—Or ours with France by the candidature of a Hohenzollern for the throne of Spain.

Admiral Alexieff—Or ours with Japan by the cutting of trees on the Yalu!

Mr. Gladstone—Quite so. Causes are deep; pretexts shallow. But for the accident of a party crisis, little would have been heard in England about either China or opium until one of the other causes had raised the conflict. Mackenzie in his well-known History of the Nineteenth Century dismisses all our relations with China in two sentences, one of which is incorrect—

Sir Robt. Peel—Though based on your own arguments. Do you remember how you worked yourself up over that speech? The visitation from God which you feared? The Jonah-like predictions you hurled forth? And above all the astounding declaration that the Chinese were *amply justified in poisoning the wells.*

Mr. Gladstone—I remember it perfectly.

Lord John Russell—I told the Queen about it in my report the same evening.

Mr. Gladstone—What did she say?

Lord John Russell—She would tell you herself if she were here, but I happen to know that she is making one at a "Pons" party this afternoon—wonderful how that game's caught on. But you might tell us why Honest John skimmed so lightly over the episode without explanation.

Mr. Gladstone—It would have necessitated another volume.

Sir Robt. Peel—The fact of the matter is, Gladstone, that we were misinformed about this opium matter.

Mr. Gladstone.—Worse than that—*half informed.* We did not know, for example, that China was already producing large quantities of opium within her own territory. Was your Excellency aware of that?

H. E. Lin.—Lord bless you, yes! Knew it perfectly well. Yunnan made a great part of her living by it, and it was grown in many parts besides, though not to the same extent. We will enlighten you on that score at another meeting.

H. I. M. Tao Kuang.—I notice from the latest psychograms that public prayers are asked for the success of the Shanghai Commission.

Lord Palmerston.—Humph!—*N. C. D. News.*

Dentistry.

Entertainments.

To Let.

Intimations.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 15, 1909.

THE DEPRESSION IN THE SHIPPING TRADE.

In the reviews of the shipping trade during last year now coming to hand a vein of pessimism runs through most of them, and indeed one firm declares that while "It appears to be the ambition in the present day to establish 'records,' it has been the misfortune, not the ambition, of the shipping industry to establish a record of the most unsatisfactory year's trading that ship-builders and ship-owners have ever known." Of course that is the language of exaggeration carried to excess, and its use in a staid business resumé can only be attributed to the despondent feeling of the writer who has probably been seriously affected by the general depression. The year began inauspiciously because when the shipbuilders notified the men that a reduction of wages would be necessary owing to the state of trade, the latter resisted the proposition and they were locked out. After five months' idleness the men accepted what they had throughout been offered, and returned to work at the end of May. At the same time the North East Coast Engineers' men were on strike, and only accepted what they had before refused after seven months' idleness, and returned to work at the end of September. The shipping trade has benefited by the restriction of output through these strikes, with the exception of a few orders that have been lost, but the men's societies have been greatly impoverished, and the spirit the men have shown of disregard of the interests of their societies' officials has caused the employers to resolve upon more resolute action in the future by deciding not to allow the temporising that has taken place in the past, of which so much advantage has been taken, but that all questions of wages shall hereafter be dealt with simultaneously in English and Scotch yards. It is to be noted as one result of the depression that shipowners both in Great Britain and abroad have had their attention called to the serious loss entailed financially by the wasteful competition that exists. Mr. John White writing on this aspect of the question evidently from the owners' point of view observes: "During the year arrangements, which it is to be hoped will continue, have been made between the various important lines in the Atlantic trade to terminate the rate-cutting in passenger rates. Similar peaceful arrangements have been made in connection with the general cargo freights between Brazil and the Continent and United States; in the general trade between the United States and West Indies; the United States and Mediterranean trade; also between large German companies trading in many different directions. The acute depression has been evidenced by the laying up of steamers in foreign ports, such as in the East, River Plate and Mediterranean, with their crews on full pay. The tonnage laid up at home and abroad is about 1,000,000 tons of steamers. About 50 Greek steamers were laid up at one time in the Piraeus, which is proof of the wretched condition of the Mediterranean trade, for it is certain no ship can make a profit if our Hellenic friends cannot." It may be observed that the simple effect of the owners' action is to create a series of gigantic rings, which it is claimed have worked so much damage to British interests in Singapore and Penang. The production of the past year in British yards has been about 900,000 tons of merchant steamers—only a little more than one-half the production of the previous year, and much less than one-half the total in 1906. Of the past year's production, one-fourth was built by three yards—viz., Messrs. Harland and Wolff, Belfast, 106,528 tons; Messrs. Workman, Clark and Co., Belfast, 50,303 tons; Messrs. Swan, Hunter and Wigham Richardson, 61,580 tons. The production of the past year is the smallest for 20 years, with the exception of 1893; but it must be remembered the tonnage is steamers (as more effective than sailing ships), although a good proportion represents special vessels, such as fast passenger boats, and an increasing number of oil-carriers—a trade now employing many steamers. The tonnage for the foreign owners represents a small amount only of the past year's production, and few orders for these owners have been given during the year. Foreign owners have suffered equally, if not more acutely than British owners, in their various services; indeed, some orders for new steamers for Continental account are reported to have been cancelled. Japanese shipbuilding and owning, which developed so rapidly, has suffered severely, notwithstanding the subsidies given by the Japanese Government. With regard to the trade in the Far East it is recorded that business is in the most deplorable condition, necessitating even Japanese tonnage to lay up. The low rate of five cents per picul accepted, Saigon to Hongkong, is proof of this. Rates from West Coast America have been extremely low, produced by the large amount of tonnage sent out with coals for the American fleet. This caused a number of steamers to be seeking employment, many of which had to book to Australia and accept very low rates for time-charter there, as low as 2/- per ton d.w. being accepted. The case oil trade from the United States to Australia, China, and Japan has employed a large amount of tonnage, but at low rates. Indian business, coasting and homeward, has been very poor throughout the year. At the same time the prospects are stated to be brightening and the reduced production of tonnage during the past two years has contributed to readjust the position created by the over-supply of speculative production in previous years.

LOCAL AND GENERAL.

THE usual weekly concert at the Seamen's Institute will be held on Wednesday next. The programme, which has been arranged by Mrs. Broughall, promises to be a very good one. There will be no concert this evening.

AN American, by name C. J. Merchant, *alias* C. Jones, was arrested by Detective-Sergeant Wilden, yesterday, on a charge of embezzlement. Merchant, otherwise Jones, was alleged to have embezzled 650 pesos in Manila. The case was remanded.

ALTHOUGH the invitations to the A.D.C.'s "Country Girl" dance on the 26th inst. state "fancy dress optional," the Committee expect that as many of their guests as possible will appear in fancy costume. Admission to the dance will be by invitation card only.

THE nuisance caused by squeaking wheelbarrows at Kowloon seems to be attracting the attention of the police. Yesterday, seven wheelbarrow men were arrested for this offence, and at the Police Court, to-day, paid a dollar each for the noise they created.

THE COLONIAL CEMETERY.

BURNING OF JOSS STICKS.

The following letter was received above the signature of Mr. T. Funatsu, the Japanese Consul, in connection with the burning of joss sticks in the Colonial Cemetery during a Japanese burial:—

Japanese Consulate,
6th February, 1909.

Dear Mr. Hutchison,—I have received your two letters this morning. Regarding the Japanese burial ceremony, it is the fact that we usually burn joss sticks according to Buddhists' custom.—Yours very sincerely,

T. FUNATSU.

Mr. R. O. Hutchison minuted (6.2.09):—The burning of joss sticks is part of the ceremony in Japanese burials. At the Colonial Cemetery, Japanese are buried in a part of the cemetery which is more or less separate from the rest. I do not see that the burning of joss sticks during the ceremony in that part of the Cemetery can be reasonably objected to, and would recommend that the Inspector be instructed that it is not necessary to take action to stop joss sticks during a Japanese burial.

Mr. A. Shelton Hooper:—I cannot agree with the proposal. The bye-laws against same were fully discussed by the Board and approved of by the Legislative Council.

RACING "TIPS."

Never have the races in Hongkong presented so many difficulties in the way of prognostications as to result of events as this year's meeting.

I shall make bold to declare that no attendant who drank the early coffee can with any degree of safety or acumen suggest the winners on this occasion.

The weather to start with has been of such an unfavourable character that it has been practically impossible to judge of the true running powers of the ponies engaged.

I will attempt, however, to submit, in accordance with my practice in previous years, a number of my favourites. But don't blame me if at this meeting my prophecies fail to meet with your approval.

Here they are:—

THE WONG-NEI-CHONG STAKES:—1—Slider Clocksy. 2—Gunduck. 3—Seraph.

THE MAIDEN STAKES:—1—Dart. 2—Grey Back. 3—Wazirl Chief.

THE VICTORIA STAKES:—1—Jubilee Rose. 2—Ard Patrick. 3—Kirkwood.

THE VALLEY STAKES:—1—Killarney Rose (*if it starts*). 2—Strathmill. 3—Barry.

THE FOOCHOW CUP:—1—Astral. 2—Quorn. 3—Compton.

THE TRIAL PLATE:—1—Dart or Triad. 2—Snowflake Rose. 3—Achilles.

THE GARRISON CUP:—1—Bohemian Chief. 2—Kirton. 3—Off Chance.

THE PROFESSIONAL CUP:—1—Argyll. 2—Missouri. 3—Fernie.

THE HONGKONG CLUB CUP:—1—Coxcomb. 2—Kirkwood. 3—Stirrup Cup.

THE RACING STAKES:—1—Black Sheep. 2—Little Dot Rose. 3—Tor.

RIDING BOY.

"A Reader" favours us with the following selections for to-morrow's events:—

WONG-NEI-CHONG—Gunduck.

MAIDEN—(1) Little Gem Rose; (2) Missouri; (3) Strathdallas.

VICTORIA—(1) Jubilee Rose; (2) Double Zero; (3) Seafoam.

VALLEY—Barry; (2) Little Dot Rose; (3) Torridge.

FOOCHOW.—(1) Buxey's Stayer; (2) Sutlej; (3) Giesler.

TRIAL PLATE.—(1) Rêve d'Or Rose; (2) Strathdallas; (3) Garth.

GARRISON.—(1) Barry; (2) Grey Tick; (3) Abstainer.

PROFESSIONAL.—(1) Snowflake Rose; (2) Volga; (3) Achilles.

HONGKONG CLUB.—(1) Buxey's; (2) Sutlej or Heraldic.

RACING.—(1) Sir Joseph; (2) Killarney Rose.

BAKE-HOUSES AND DAIRIES.

BYE-LAWS FOR FLOOR SURFACES

The following minute by the Medical Officer of Health inquiring whether the new bye-laws re floor surfaces of bake-houses, dairies and laundries are to be enforced in places already licensed or only in the cases of applications for new licenses was laid on the table at the meeting of the Sanitary Board this afternoon:—I should be glad to know whether the new bye-laws re floor surfaces of bake-houses, dairies and laundries are to be enforced in places already licensed or only in the cases of applications for new licenses.

Laundries already possessing licenses are not re-licensed every year; it is therefore doubtful whether the bye-law can be enforced unless the floor of the laundry requires relaying or making-good.

Bake-houses and dairies are re-licensed every year, and so, I suppose, the renewal can be refused unless the bye-law be complied with. I find that in some cases renewals have been granted, although the bye-law is not strictly complied with. Some bakeries are paved with Canton tiles. This has not been reported as a defect when the tiled floor has been in good repair. Will the Board agree that in future no license shall be granted or renewal for bake-houses and dairies unless the floor is strictly in accordance with the bye-laws and declare Canton tiles to be material not approved for the floor surface?

5.2.09.

Mr. A. Shelton Hooper minuted:—Enforce the bye-laws.

THE OPIUM COMMISSION.

FIFTH SESSION.

The *N. G. D. News* of 11th inst. says:—The fifth sessions opened at 10.30 a.m. yesterday. Mr. J. B. Brunyate occupied the whole of the morning sitting in presenting a report dealing with the Opium and Morphine question as it concerns India and Burma. The Commission rose at 12.45 p.m.

On re-assembling at 2.15 p.m., Monsieur Ratard handed in a report on the use of Opium and its derivatives in France, and made a few remarks summarizing the position as regards the measures taken in the French Concession at Shanghai for controlling the sale and consumption of Opium. He was followed by Monsieur Brenier, who gave a *résumé* of a report concerning Opium in French Indo-China.

The chief delegate for Portugal, Senhor O. G. Potier, presented a report covering the situation as regards Opium in Macao, and promised a further Memorandum on Portugal and her colonies as soon as he was in receipt of the necessary data.

The reports for Austria-Hungary, Italy and Persia will be ready for presentation to the Commission on Friday, and that for Russia will follow at a later date.

The Commission adjourned at 3.30 p.m. until Friday morning.

THE cruiser *Hawke* left Portsmouth on 12th ult. with relief crews for several destroyers and gunboats on the China Station. Her departure was delayed from Saturday.

FOR removing the dead body of a newly-born infant without a permit from the Sanitary Board authorities, a coolie was, in the Police Court, to-day, fined $100. The alternative was three months' imprisonment.

Hongkong University Scheme.

THE GOVERNOR'S VIEWS.

ANOTHER STEP TOWARDS THE ATTAINMENT OF THE SCHEME.

A meeting of the Committee appointed to consider the proposal to establish a University in Hongkong was held this forenoon at which His Excellency Sir Frederick Lugard presided. The Committee, most of whom were present at the meeting, consist of the following gentlemen:—His Lordship the Rt. Rev. the Bishop of Victoria, H. N. Mody, Esq., The Hon. Mr. F. H. May, C.M.G., The Hon. Dr. Ho Kai, C.M.G., The Hon. Mr. Wei Yuk, C.M.G., The Hon. Sir Paul Chater, KT., C.M.G., The Hon. Mr. H. E. Pollock, K.C., The Hon. Mr. W. Chatham, C.M.G., The Hon. Mr. E. A. Irving, The Hon. Mr. A. M. Thomson, and Mr. C. Clementi.

The Sub-Committee comprise the following gentlemen:—

Yuen Fat Hong: Chan Chun Chuen, Ko Shun Kum, Ng Hon Chi; Hop Hing Hong: O Tau Nam, Wing Sui Ham, Liu Yam Chuen; Kwong Mau Tai: Chiu U Tiu, Chiu Chau Sam; Ming Shun Hong: Siu Un Fai; Ng Un Hing Hong: Ng Li Hing; U Wo Lung Hong: Tsang Wai Him; Hung Ki Hong: Chu Si U; King Wo Hong: Chan Lock Chuen; Kwong On Wing Hong: Un Wan Kiu; Chip Wo Hong: Lai Shun Hing; Man Cheung Un Hong: Un Lai Chuen; Kung Un Hong: Un Oi U; Kwan Mau Hong: Lau Siu Chauk; Li Sau Hin; Sing Tak Ho: Mui Kai Nam; Ming Sun Ho: Tse Yam Chi; Yat On Ho: Tam Hok Po; Po Lung Californian and Australian firm: Ku Fai Shan; On Wing Californian and Australian firm: Chan Chek Ping; Ming Ki Californian and Australian firm: Chan Sau Hin; Hip On Co., Chan Siu Ki; Tung On Co., Leung Pui Chi, Lau Wan Kai; Yau Wo Co., Tong Tsz Sau, Chan Kik Sun; Chap Sing Co.: Lo Cho Sun; Sin On Steamship Co.: Chan Sin Fan; Po On Co.: U Chu Wan; Sam Wong Co.: U Yuk Chi: Ho Sing Chan; Sincere Co: Ma Ying Pui; Wong Chung Wa Co.: Wong Pik Shan; See Wo: Pun Yan Chuen; Wang Hing: Lo Kit Ping: Chiu Leung Tai; Au Chak Man; Kwong Wing Sang: Lo Kwan Ting; Yau Cheung: Chan King Wan; Chin Cheung: Chan Cheuk Hing; Tung Ki: Tse Si Ping; Kwok Yiu Un; Shun Ki: Cheung Cheng Chi; Ki Hing Pawn-shop; Li Yau Chuen; Chun Cheung Wing; Wong Fa Nung; Un Sing Co.; Lai Yun Sang; U Hing Tung Co.; Chan Kai Ming, Wong Fat Yan; Wo Ki Hong; Yung Siu Pu, Hongkong and Shanghai Bank; Lau Pun Chiu; Chartered Bank; Yung Yik Ting; International Bank; Ho Hok San, Siu Hu Yuen; Holland Bank; Leung Kin On; Dutch Bank: Yung Kin Poug; French Bank: Kwok Sui Lau; Netherlands Bank: Chao Ngan Ting; Osaka Shosen Kaisha: Tsang Si Kai; Douglas Co.; Chau Chik Yi; Jardine: Chan Kang U, Ho Fook, otherwise Ho Chak Sang; Butterfield and Swire: Ho Kom Tong, otherwise Ho Tai Sang, Mok Tso Chun, Mok Yuk Lim; Sui Li Hong: U Hoi Chan; Holland and China Trading Co.: Tong Lai Chuen; Kowloon Godown Co.: Wong Kam Fuk; Jardine Sugar Refinery: Tsoi Lap Chi; Tai Wo Hong: Yip Shun Kum; Shewan Tomes: Fung Wai Chuen; Watson and Co.: Lau Chu Pak; Standard Oil: Wong Sui Tong; Jebsen & Co.: Chan U Ting; Hongkong Hotel: Si Po Sum; Kowloon West Godown: Hung Tsz Leung; Lai Kwai Fui, c/o The Chun On Fire Insurance Co., Ld.; Wong Wing Siu: c/o The Hon. Mr Wei Yuk; U Yik Nam; c/o Fat Kee, No. 226, Des Vœux Road Central; Cheung Sum Wo: No. 5, Glenealy; Kwan Sum Yiu; Dr. Kwan Sum Yiu, 18A, Stanley Street; To Kok Sun; Alice Memorial Hospital; Wan Mun Kai; Dr Wan Mun Kai, No. 12, D'Aguilar Street; S. W. Tso, 28A, Des Vœux Road Central; Sin Tak Fan' Messrs. Ewens and Harston; Chan Sui Pak: Chinese Commercial Union; Wan Tsun: The Universal Circulating Harold; Luk Hing Nam, Ngan Kut Po; *Chinese Mail*; Luk Pak Chau; The *Daily Press*; Au Tung Chi, c/o Dr. Wan Mun Kai; Lai Ut Chun; Ah Fong, photographer.

His Excellency the Governor said:—Gentlemen,—There is no need, I think, for me to address you in any detail in regard to the object which has brought us together to-day, for you have already seen the lengthy statement which I drew up; which, by the personal exertions of Dr. Ho Kai and Mr. Lau Chu Pak has been translated into Chinese. That statement sets out the object we have in view in establishing a University in Hongkong, and it also explains the nature of the task we have before us if the scheme is to be a success. In a word, it is this. Mr. Mody offers to erect the buildings whatever they may cost, in accordance with the design submitted, provided we can raise an adequate endowment fund. Some of the leading members of the community have discussed the matter with me, and we came to the conclusion that an adequate endowment meant a sum of about a million dollars. Mr. Mody has consented to keep his offer open for 6 months, but if within that period we shall have succeeded in raising a very substantial part of the money required, I have no doubt he will consent to an extension of the time. It will, however, be necessary to shew that we already have a very substantial part of it in hand and in sight before we ask for an extension of time. In the meantime I have asked the Secretary of State's sanction to devote the fine site near the junction of the Bonham and Pokfulam Roads to the purpose; and I await his reply, and have no reason to think that it will be other than favourable.

I have appointed a Committee of eleven under my own Presidency, to deal with all questions regarding this scheme, and they are met together to-day for the first time—the Chinese community are represented on this Committee by Hon. Dr. Ho Kai and Hon. Mr. Wei Yuk. I have also on their suggestion appointed you, gentlemen, to be a Sub-Committee for the purpose of raising funds. It will be for you to elect your own Chairman, and to organise yourselves in such a way as you may think fit with the object of dividing the work into special departments and appealing to different communities. You are at liberty to add to your numbers any other Chinese gentlemen you desire, first submitting their names to me through the Secretary of the Committee for my information and final approval. I propose that when the University is built, we shall place in the Main Entrance Hall a board upon which will be inscribed the names of those gentlemen who have given the most liberal donations to the Endowment Fund—sums above a certain limit which we will fix later—so that all those who in future years are students in the University may learn with gratitude the names of the benefactors to whom they owe the opportunities they enjoy of acquiring a liberal education in this Colony.

For my own part I have not been idle. I have written to the British Minister in Peking asking him to inform the Chinese Government of our project and to invite their support—he himself is a strong supporter of the scheme. I have written also to the Secretary of State, as I have already told you, and to the Government of India, and to the Governor of the Straits Settlements. I have not yet had time for any reply. I have written to the China Association and though no reply is yet due the President, Mr. Scott, who was lately here, most thoroughly assured me of his support, and said he would do all in his power to gain support in England. I have written to the Chancellor of the Oxford University, Lord Curzon, and to the Viceroy of Canton, and to Lord Elgin, lately Secretary for the Colonies and to other people as well, including the Municipality of Shanghai. The Chairman replies that he believes the Municipal Council of that Settlement are unanimous in the view that the scheme is entitled to the cordial support of all, and he will reply more fully later on. But, gentlemen, though I hope and believe I shall succeed in obtaining a wide sympathy and support for this scheme among my own countrymen in England and elsewhere I must remind you that the project is primarily for the Chinese, and I look to the Chinese to provide the bulk of the funds. I have not been very long in the Far East but I have been long enough to learn that where funds are required to some great and good purpose the Chinese are not wont to look to others. They are wont to help themselves, and to subscribe with a liberality which I believe to be unrivalled by any other nation. Your presence here to-day; your willingness to come forward and undertake this heavy task of collecting funds proves that you consider this project to be a great and good one making for progress and enlightenment, and enabling the Chinese to hold their own among the educated and civilized nations of the world. Since you have that faith in you, I have no fear but that you will succeed in your task of raising the funds which is required. Your generous compatriots in China, in the Straits, in Java, in Siam and elsewhere will, I feel sure, help us liberally, for they too will benefit by this University to which they can send their sons. Nothing that I can do to forward the scheme will be left undone, and I shall be glad at any time to receive any suggestions which your Sub-committee may wish to put forward, but it is to yourselves that I look principally to make this project a success.

Before I sit down I will draw your attention to one or two points in this scheme which I wish to particularly emphasize.

1. That this University will not be a rival or in any way antagonistic to Universities, or other educational establishments in China. It will work cordially in co-operation with them seeking to afford an additional means of higher education in a place well adopted for the purpose by its situation, its Chinese population, its work-shops and hospitals and its local teaching staff.

2. That our object is to educate men who will be of practical use to China, as engineers, doctors, surveyors, electricians, &c. and also, I hope, as officials, administrators and governors. For the latter, I hope, we may be able to establish an Arts degree, which shall embrace instruction in Chinese literature and classics as well as in the History and Ethics of the Western races.

3. Finally we are unanimous that the graduates of Hongkong shall be men of the highest moral character—patriotic and broad-minded, and to this end we desire that during their College course they shall be under the best influences, in touch with the leading Chinese citizens of this Colony, and under the close supervision of able and high-minded tutors.

Gentlemen, I wish you every success in the task you have undertaken, and I feel sure that your efforts will bring this project to a successful issue.

4. Finally I would impress upon you that our University will only issue degrees of the same value as degrees conferred by Universities in England. I do not desire to establish a University which will confer any inferior degree, which will not be recognised in England, nor can we obtain a Royal Charter for any lesser standard.

At the conclusion of the Governor's speech, a meeting of the sub-committee was held. After some brief remarks, Mr. Ho Fook proposed the appointment of Hon. Dr. Ho Kai as president of the sub-committee with Mr. S. W. Tso as secretary.

Hon. Mr. Wei Yuk seconded.

Motion carried unanimously.

That was all the business.

THE *Diadem*, cruiser, which has had an extensive refit since returning from the China Station, will be commissioned shortly for service in the Portsmouth Division of the Home Fleet.

MR. and Mrs. Newton J. Stabb left London last month for New York *en route* to Japan. A stay of about ten days will be made in New York, and Hongkong will be reached about the middle of March.

Campaign Against Rats.

USE OF FERRETS AS DESTROYERS.

COMMUNICATION FROM CAPE TOWN.

The following comprehensive paper covering considerable space relative to the use of ferrets as agents for destroying rats was received from the Medical Officer of Health for the Colony of Cape Town and laid on the table at the fortnightly meeting of the Sanitary Board this afternoon:—

Department of Public Health,
55, Parliament Street, Cape Town,
23rd December, 1908.

Sir,—I have the honour to acknowledge the receipt of your letter No. S.B.C. 4916/A. 08 of the 17th ultimo, in which you ask for information concerning the use of ferrets in Cape Colony during epizootics of plague amongst rodents, and in reply am pleased to be able to furnish you with the following particulars:—

Soon after plague first broke out in Cape Town in 1901, this Government imported 250 ferrets from England; these ferrets were selected with the greatest care and were all supposed to have had and got over distemper. They proved absolutely useless.

The whole area was swarming with rodents, and the ramifications of the rat holes were extraordinary, and it was quite a common experience to put a ferret down a rat hole in one house and to have it appear in another some distance away. The ferrets frequently came across nests of young rats or the carcasses of rats dead from plague, and gorged themselves so that they were unable to get back through the hole, and while in this state, they were often lost or were set upon and killed by adult rats.

Apart from the above, however, the ferrets themselves proved to be exceedingly susceptible to plague, and a very large percentage of the animals employed died of plague soon after they were used. The exact percentage I am afraid I am unable to definitely state, as no exact records exist, for at that time the Department was working at a very high pressure owing to the necessity for safe-guarding the military stores, the loss of which might have seriously hampered operations in the War. I believe, however, fully 50 or 60 per cent actually were proved to have died from plague. A very large number died also from what was at the time believed to be dysentery, but which was probably also plague. At any rate, within a few weeks, the whole 250 had died, with the exception, I believe, of two, which were handed over to the Town Council.

In subsequent operations, we never used ferrets again, but I believe that elsewhere—notably in India—the Plague Officers have had the same experience.

In dealing with the different outbreaks of plague which have from time to time occurred in this Colony, almost every possible method for exterminating rats has been tried, and a large number of experiments upon rats living under natural conditions have been conducted by the Officers of the Department. The effect of carbon dioxide gas was tried without result; also the pouring of carbon bisulphide into rat holes, but as some premises were nearly blown up in the course of using the latter, it was abandoned without further trial. A long and costly series of experiments was carried out with the Danyzs virus, and a bacteriologist was brought out from England for the purpose, but no results were achieved worth anything. During the course of the latter experiments we had a number of rats isolated in a cellar and counted from day to day; these were fed with bread soaked in freshly prepared cultures, and although a few rodents at the first meal died, the greater number which survived appeared to flourish on the diet subsequently.

We have also tried the much-advertised "Ratin", this is useless—in this climate, at any rate. Almost every variety of trap and poison invented has also been tried and given up. At the present time, when an outbreak of plague occurs, we depend to a very large extent on bird lime for catching rodents. I do not know whether your Department has ever given this a trial, but if not, the following notes regarding its use may be of interest:—

The bird lime should be spread about a quarter of an inch thick on pieces of board, which should be placed on beams and in front of rat holes and other places frequented by rodents. It may also be used by baiting boards prepared in the same manner. Bird lime is also useful in the course of disinfecting operations in isolating stacks of infected goods, where isolating screens cannot be inserted, to prevent infected rodents migrating to the disinfected portions of a store. The ordinary bird lime appears to be of very little use, but the best Japanese bird lime gives excellent results, and in plague epidemics, this Government purchases very large quantities of it.

If there is any further information on the subject which you may require, I shall be pleased to furnish the same.—I have, etc.,

A. JOHN GREGORY.

RACE PONY SHOT.

SAD ACCIDENT ON THE RACE-COURSE.

Sirdar, one of the most promising race ponies imported into the Colony, and who was expected to distinguish himself at the race meeting—which, by the way, begins to-morrow at half-past eleven a.m.—was shot yesterday morning. It would appear that Sirdar, who was owned by Lieut. Ledson, of the R.G.A., and ridden by Mr. Vida was being put to a certain distance in the final gallops. Arriving at a certain point the pony stumbled and fell, pitching his rider over his head. Mr Vida was, fortunately, not injured. Of course, he received a shock; but on examination Sirdar was found to have broken a leg. The only thing that remained was to put the animal out of pain, and this was done. Those who were at the course regretted the accident, and sympathy went to the owner of the pony whose chances in the races were considered good.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MINISTRY OF POSTS AND COMMUNICATIONS.

HSU HSI-CHANG DENOUNCED.

[*By courtesy of the "Sheung Po."*]

Peking, 14th February.

A Censor has memorialized the Throne to the effect that Hsu Hsi-chang (who has been appointed substantive President of the Ministry of Posts and Communications) is not conversant with railway, shipping and postal affairs; he is therefore incompetent for the post.

The memorial has been shelved.

Later.

The Prince Regent has instructed Lei Tin-lam, Acting President of the Ministry of Posts and Communications, to effect reforms in the Ministry and to discharge supernumerary officials.

Lei was also enjoined not to fall into the errors of the former President, Chan Pik, who had been cashiered.

Later.

Lei Tin-lam has taken up the duties of President of the Ministry of Posts and Communications. He has begun by reducing considerably the salaries of officials, including Leung Tse-yi's emoluments.

Tse has decided to resign.

Viceroy Chang of Canton proposes to take the latter official back into the service of his provincial administration with a view to placing him in charge of railway affairs within the province.

Later.

Hsu Hsi-chang has telegraphed to Grand Secretary Chang Chih-tung strongly urging that he should not be appointed to the Presidency of the Ministry of Posts and Communications, since he is apprehensive lest, the post being an important one, he will invite jealousy (from among his brother officials).

Later.

Up to the present, already seventeen officials have resigned their offices from the Ministry of Posts and Communications.

APPLICATION FOR EXHUMATION.

QUESTION OF RE-INTERMENTS.

The following application, dated 18th January, for an exhumation permit and reburial in the Colonial Cemetery, was considered at the meeting of the Sanitary Board this afternoon:—

Sir,—I have the honour to apply for the purchase of a site for four new graves in the Colonial Cemetery for burying the bones of my deceased father Chun Tai Kwong, late of the Supreme Court of Hongkong, my deceased mother Chang Shi, my deceased brother Chun Siu Ying, and my deceased adopted mother Cheung Shi.

It is also necessary that an exhumation order be granted to me for the removal of my father's remains (grave No. 4593, the ownership of which I will give up) in the Colonial Cemetery to the new site in the same Cemetery, as it is my intention to bury them all in the same place, so that a better grave may be put up, as the present site of my father's grave being too narrow, will not allow of any improvement being made.

Hoping you will kindly favour me with the necessary permission,—I have, etc.,

CHAN YUE TONG

The Secretary,
Sanitary Board.

Mr. A. Shelton Hooper minuted:—This matter had better stand over until we know from the Law Officer who has the power to grant permits for exhumation. At any rate, I am strongly against allowing our Cemetery to be used for re-interments of bodies from Chinese cemeteries.

Mr. Lau Chu Pak:—Can bodies from cemeteries other than Chinese be re-interred in this Cemetery?

RETURN of visitors to the City Hall Library and Museum for the week ending the 14th February, 1909:—

	Library.	Museum.
Non-Chinese	380	167
Chinese	208	4,334
Total	588	4,501

REPAIRING A DAMAGED SHIP.

CLAIM FOR ALLEGED BREACH OF CONTRACT.

Additional evidence was taken by Mr. Justice Gompertz in the Summary Jurisdiction Court, to-day, in connection with the action brought by the Yee Fat Company, of 67, Des Vœux Road West, who sued a contractor named Keung Fat, 1, Reclamation Street, Yau-ma-ti, to recover the sum of $582, being for goods removed by the defendant and alleged to have been wrongfully detained, and for damages.

In this matter it was stated that the plaintiffs as owners of the steamer *Aeolus* entered into a contract with the defendant in respect of certain wood work for the vessel. At the time the agreement was signed the *Aeolus* was lying off Tai-kok-tsui. On the day defendant started the work there was a strong wind blowing and the ship had a considerable list. The defendant confessed that he could not work under such conditions and told plaintiffs that he would remove all the ship's wood-work and take it ashore, where the work would be done. The wood-work was removed; plaintiffs advanced defendant the sum of $150; but the work was never completed, and defendant still held the wood he removed from the ship.

At this morning's hearing Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) for the plaintiffs, called Mr. J. T. Douglas, marine surveyor, who observed that when he examined the vessel hardly any work had been done—not ten per cent. even. The work shown in the specification was carpenters' work. When he visited the vessel her hold was full of water. In order to proceed with the work deck beams would have to be removed, which would take about a week. But her after hold could not have been pumped out owing to the number of holes in the bottom of the ship. Using reasonable expedition the defendants, in witness's opinion, had only done a week's work. Subject to the deck beams and the ship's bottom being repaired the carpentering work would have been completed in about six weeks.

The Court (to Mr. Goldring)—You are suing for the return of this wood?—Yes, my Lord, and in the alternative damages.

(To Mr. Thomson)—You have no counter-claim?—No, my Lord. What we say is that we have a lien on the wood. If they pay us for the work we have done they can have the wood.

(To the witness)—Everything on board was very old?—Yes.

How long was she on the rocks?—About two months.

By Mr. Goldring—Witness saw the specification attached to the contract. It was possible for the defendant to have had the work done on shore and fitted the ship in six weeks. Witness thought $200 was too much to pay for the work he had inspected, and what little he saw was merely patch-work.

Cross-examined by Mr. O. D. Thomson—When he said that $200 was too much he meant the work done and did not include the stripping of the ship. It would cost $5,000 to complete the work. The ship even up to now is not ready for work to begin.

Mr. Thomson submitted that before the plaintiffs cancelled the contract they should have given the defendant a chance to finish the work. There was no stipulated time stated in the contract for the defendant to complete the work, but he was to do it in a "reasonable" time.

Two more witnesses were called, and judgment was entered for the plaintiffs for $150 and costs.

CANTON DAY BY DAY.

SUBSIDIARY COINS.

[*From Our Own Correspondent.*]

Canton, 13rd February.

The output of subsidiary coins of the value of 20 cents during last year by the Canton Mint was considerably less than that of preceding years. The profit derived from minting was only a little over $100,000, being some $500,000 less than that of the year before.

S. S. "TAI ON" COLLISION CASE.

With reference to the collision case between the steamer *Tai On* and the junk belonging to the theatrical troupe King Wah Yuk, the British Judge from Shanghai, after hearing the evidence at the Court of Inquiry at the British Consulate, in the presence of the British Consul-General, called on the Viceroy yesterday and informed His Excellency that he would not be able to give his decision in the case until after he has returned to Shanghai.

THE "FATSHAN" INCIDENT.

In reply to the petition of Fung Tsek Son, who requested the Viceroy to communicate with the Portuguese Consul at Canton respecting the *Fatshan* incident, the Viceroy stated that he had not received any reply to his despatches from the Consul as to the fixing of a day for the hearing of the case, and that H. E. would again write to the Consul urging him to fix a day as soon as possible to hear and settle the case.

HARBOUR COLLISION.

Yesterday morning a cargo-boat, while endeavouring to cross the bows of the steamer *Honam*, when the latter was approaching her wharf on arrival from Hongkong, was considerably damaged, but fortunately there were no lives lost.

FLOWER-BOAT FIRE.

During the past two days the members of the Canton Fong Pin Hospital have been engaged in their work of looking for dead bodies in the harbour after the fire at the pleasure resort of Tai-sha-tsu; three more corpses were picked up on the 11th instant and two on the following day.

TAI I is a cook in the employ of a compradore at 24, Queen's Road East. At an early hour this morning Tai discovered that he had some business to transact in the city. Before leaving the premises, however, Tai took away a ham—and was caught red-handed. Sequel—Fourteen days.

HONGKONG ICE CO., LD.

ANNUAL REPORT.

The twenty-eighth annual report is as follows:—

The general managers have pleasure in submitting a statement of the company's accounts for the year 1908.

Including $4,578.41 brought forward from the previous year, and after deducting $10,000 paid as an interim dividend of $4 per share, the balance at credit of profit and loss account is $116,475.03 which it is recommended should be appropriated as follows:—

A final dividend of $15 per share	$75,000.00
Provision for contingencies	30,000.00
To write off property a/c	2,000.90
To write off launch & lighter a/c	1,858.90
To carry forward	7,616.13
	$116,475.03

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 9th February, 1909.

BALANCE SHEET 31ST DECEMBER, 1908.

Liabilities.

Capital, 5,000 shares of $25 each		$125,000.00
Accounts payable		3,112.71
Ammonia reserve account		8,443.69
Provision for contingencies		120,000.00
Profit and Loss account		116,475.03
		$375,031.43

Assets.

Land, buildings, plant and machinery as per last account	$150,000.00	
Less written off per last report	23,000.00	
		$127,000.00
Hongkong Fire Insurance Co. share, as per last account		215.00
China Fire Insurance Co. share, as per last account		85.00
Canton Insurance Office share, as per last account		129.00
Launch, as per last account	$ 5,725.00	
Since paid, final instalment	6,013.21	
Buoy and moorings, &c.	122.69	
		11,858.90
Lighter		4,439.45
Cash in hand		71.26
Hongkong & Shanghai Bank on current account		40,561.46
Hongkong & Shanghai Bank on deposit		95,300.00
Mortgages		46,000.00
Loan (secured by mortgage at Yokohama Yen 23,250)		25,000.00
Hongkong Club debentures, at par		20,000.00
Outstanding accounts		6,353.41
Accounts receivable		2,062.24
Ice in stock		300.00
Coal in stock		350.00
Fire insurance, unexpired premium		128.64
Marine insurance, unexpired premium		176.07
		$375,031.43

PROFIT AND LOSS ACCOUNT.

For the Year ended 31st December, 1908.

To General managers' commission	$2,000.00	
" Auditor's fee	150.00	
		2,150.00
" Interim dividend of 16% paid on 22nd Aug., 1908		20,000.00
" Balance		116,475.03
		$138,625.03
By Balance brought forward from last year		$4,578.41
By Ice sales and cold storage charges, less working expenses		112,346.32
By Rents received (less Crown rent and taxes paid)		1,043.74
By Interest and dividends		9,641.56
By Transfer fees		14.00
		$138,625.03

A QUESTION OF NAMES.

THE DOINGS OF TWO MEN BEARING THE SAME NAME.

During the hearing of a case in the Supreme Court, this morning, the defendant was asked whether he was acquainted with a man named "Lee Kee."

"Yes, I know Lee Kee," was the reply. And after a pause:—"But he is in the country."

Mr. Justice Gompertz (to Mr. Goldring)—Is this man Lee Kee here?—Yes.

Lee Kee, who is about seventy years of age, was brought before the defendant, who denied that he was the Lee Kee referred to.

Mr. Goldring—Do you know this man?

Defendant—Yes. His name is Lee Kee.

I thought you said that Lee Kee was in the country?—And so he is.

How is that?—The Lee Kee in the country is a native of Nam Tao.

And this man here?—He is a Lee Kee also.

Isn't that strange? Where does this man come from?—I don't know; but I know he resides at Sham-shui-po.

You said you knew both Lee Kees?—Yes.

What firm did the one in the country belong to?—The Kwong Wing Sing.

And the one in Court?—The Kwong Wing Chan.

Isn't that funny?—I don't know.

Now, isn't it a fact that the Lee Kee in the country stole this Lee Kee's firm's name to cut him out?—I can't say.

And the defendant was asked to stand down.

WONG HO and Ling In, two coolies, were arraigned in the Police Court, this morning, charged with theft. It was alleged that the defendants forced an entrance into the Disinfecting Station and stole property, valued at $17.80. This charge was not proved, and the accused were brought in guilty of being in possession of the property. They were each given three months' hard labour.

Duty on Sugar.

JAPANESE CUSTOMS DUTY TO BE INCREASED TO 50 PER CENT.

HEAVY DECREASE IN JAPANESE EXPORT.

Tokyo, 28th January.

The Committee on the Bill relating to the reimbursement of Customs duty on sugar resumed its sitting to-day at 11 a.m.

The proceedings were opened by the reply of Mr. Sakurai, Director of the Revenue Bureau, to the question put the previous day in regard to the quantity of sugar on which the excise was imposed in Formosa, and the amount of excise thereon during the period from April to November last year. Mr. Sakurai gave the following figures:—

	QUANTITY. kin.	AMOUNT OF EXCISE.
First quality	70,000,000	Y3,100,000
Second quality	30,000,000	175,000
Third quality	36,000,000	3,072,000
Fourth quality	38,000,000	3,800,000

Mr. Nakagawa Toranosuke, for Tokushima prefecture, said that the authorities appeared to be protecting the Formosan sugar industry by imposing excise at a lower rate on sugar produced in the colony, and asked whether such was the case. A Government delegate on the Bill had said, continued Mr. Nakagawa, that the existing Conventional Tariff on sugar would be repealed in July 1911, and that the import duty would be raised to 50 per cent. If this were done, there would be no necessity for reimbursing the duty on imported crude sugar, as Japanese and foreign sugar would be placed on an equal footing; but what would be done when sugar-refining mills were started in Formosa and competition ensued between the mills in Japan Proper and those in Formosa?

Mr. Sakurai, Director of the Revenue Bureau, stated that no discrimination whatever was made in favour of Formosan sugar in the imposition of excise. The Government policy in dealing with the sugar industry was to encourage the production of crude sugar in Formosa, the Luchus, and Oshima, and to supply raw material to the sugar-refining mills in Japan Proper. It was doubtful whether the sugar industry in Japan (including Formosa) would develop by 1911 to such an extent as to be capable of supplying all the wants of the sugar-refining mills in Japan, which consumed 500,000,000 kin of crude sugar. In 1911 the existing foreign Treaties were to be revised, and the Conventional Tariff on sugar of 10 per cent. would be replaced by 50 per cent. according to the Statutory Import Tariff, and the rate of 8.7 sen per 100 kin now imposed on imported refined sugar would be increased to Y3.50.

Mr. Nishimura Shintaro, a Progressist, for Hyogo prefecture, wanted to know the amount of excise imposed on sugar shipped from Formosa to Japan Proper, and said it was an open secret that third quality produced in Formosa was treated as second or first quality in the matter of excise.

Mr. Hasama, a Secretary in the Formosan Government, rose to answer Mr. Nishimura. He said that the Formosan Government hoped to produce in Formosa all the sugar required in Japan, and were working hard to develop the cultivation of the cane and to improve the quality of sugar, as well as the fertiliser used in its cultivation. In Java about 160,000 kin of sugar-cane was produced on one *cho* of land, while in Formosa at one time the yield was not more than 45,000 kin. As the result of the improvement made in the method of cultivation the output had now increased to between 65,000 and 70,000 kin, and it was expected to be increased to 120,000 kin. There were many sugar mills in Formosa, but with the exception of the Formosa and Ensuiko Sugar Mills, all the rest were quite new, having begun the operation of machinery only this year. The sugar industry in Formosa was only now beginning to grow. This evasion of tax must be strictly suppressed, but leniency should be shown in imposing the excise.

The Government delegate was proceeding to say more when Mr. Nishimura interrupted and said the answer should be brief and to the point. Mr. Nishimura pointed out that the value of refined sugar exported in 1906 was Y84,000,000, which declined to Y24,000,000 in the following year, and asked what was the reason of the decrease?

Mr. Sakurai, Director of the Revenue Bureau, replied that the export of sugar to China in 1906 amounted to 70,000,000 kin and in 1907 to 14,000,000 kin. The decrease was chiefly due to the depression of trade between the two countries and the financial situation.

Mr. Nishimura said that the Government policy in encouraging the business in the colony was destined to ruin the industry in the homeland, and asked whether the Government did not think it an inconsistent policy.

Mr. Sakurai Director of the Revenue Bureau, replied that there was no inconsistency. The evasion of tax must be strictly suppressed, but leniency should be shown in imposing the excise.

The meeting rose at 12 noon.—*Japan Chronicle.*

CAPT. CLEMENTI SMITH MARRIED.

At Holy Trinity, Blendworth, Hants, on January 14, Captain Hubert Clementi Smith, R.E., son of the Right Hon. Sir Clementi Smith, of The Grange, Welwyn, Herts, was married to Miss Kathleen Margaret Clarke-Jervoise, daughter of Sir Harry Clarke-Jervoise, Idsworth Park, Horndean, Hants, and Chilwood Beacon, Sussex. Captain Henderson, a brother officer of the bridegroom, was best man.

The bride wore a gown of soft ivory satin, embroidered in silk, and made with yoke and collar of fine English point lace and a net veil bordered with Brussels lace, falling over a wreath of myrtle and lilies of the valley. She carried a sheath of Madonna lilies, and wore a diamond and pearl necklace, given by Sir Harry Clarke-Jervoise. There were five bridesmaids, wearing white Oriental satin dresses, embroidered with silver, and tulle veils over wreaths of myrtle leaves. The bridegroom gave the bridesmaids bouquets of lilies of the valley and red carnations, and pendants formed of green enamel and pink chalcedony.

To-day's Advertisements.

OPIUM SMUGGLING.

CHANDU IN A JUNK.

It will be remembered that on the 1st instant Sergeant Mussel and a party of revenue officers boarded a Chinese junk which was within the harbour limits near the Raffles Reclamation, and, after a thorough investigation, seized three tins of chandu. One of the tins, says the *Singapore Free Press* of 5th inst., was found concealed in one of the folds of the sail, and the rest in the aft and fore holds. The chandu weighed thirty-four tahils and the raw opium fifty tahils. It was found that the value of the products amounted to $177. A Hylam named Sim Chin Geok was prosecuted on Wednesday before Mr. de Mello, fourth magistrate, as being the master of the junk which had been used for smuggling chandu. A question was raised and the defendant was found not to be the master, or the taikong, but the chinchew. The charge against him was dismissed.

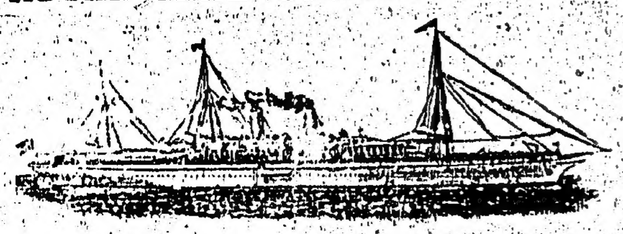
Yesterday morning before the same magistrate a similar charge was brought against the taikong named Bok Chow Joon. The defendant admitted being the taikong of the junk and knowing that the chandu was discovered on the vessel. It was brought from Hainam for the consumption of the crew. The vessel left there on Dec. 9th and arrived here on the 14th of last month. Continuing he said he was not present when the search was made. The accused was convicted and fined $40, and the opium is to be confiscated to the Farm. Mr. G. S. Carver appeared on behalf of the Opium Farmer and Mr. Upcott defended.

A NUMBER of beggars who were found asking for alms in the streets yesterday were "roped in" by the police. This morning, they were ordered to pay a fine of a dollar each, and as they could not comply with the order they were lodged in gaol for a couple of days.

Intimations.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER

(Subject to Alteration).

PROPOSED SAILINGS. R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	TUESDAY, Mar. 2nd	Mar. 26th
"EMPRESS OF INDIA"	6,000	SATURDAY, Mar. 13th	April 2nd
"EMPRESS OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPRESS OF CHINA"	6,000	SATURDAY, May 1st	May 21nd
"MONTEAGLE"	6,163	TUESDAY, May 11th	June 4th
"EMPRESS OF INDIA"	6,000	SATURDAY, May 22nd	June 12th

"EMPRESS" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... *via* Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... " " £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c.,
Corner Pedder Street and Praya, Opposite Blake Pier.
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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	*LAISANG**	TUESDAY, 16th Feb., Noon.
SHANGHAI	*CHOYSANG*†	THURSDAY, 18th Feb., Noon.
MANILA	*LOONGSANG**	FRIDAY, 19th Feb., 4 P.M.
SANDAKAN	*MAUSANG*‡	SATURDAY, 20th Feb., Noon.
MANILA	*YUENSANG**	FRIDAY, 26th Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*FUTSANG*†	TUESDAY, 2nd Mar., Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 13th February, 1909 [6

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail		
SHANGHAI & CHINKIANG	"KWEIYANG"	16th	Feb.,	Daylight.
HONGAY	"NINGPO"	16th	"	10 A.M.
HOIHOW & HAIPHONG	"CHIHLI"	16th	"	"
MANILA	"TAMING"	16th	"	3 P.M.
SHANGHAI	"CHINHUA"	17th	"	4 P.M.
SHANGHAI	"LINAN"	18th	"	"
MANILA	"TEAN"	23rd	"	3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	26th	"	4 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	8th	April,	"

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 15th February, 1909 [8

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
RUBI	1540	R. W. Almond	MANILA	SATURDAY, 20th Feb., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 27th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 13th February, 1909. [7

Shipping—Steamers.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GREGORY APCAR,"

Capt. S. H. Belson, will be despatched for the above Ports on THURSDAY, the 18th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 10th February, 1909. [164

FOR MARSEILLES, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"MONTGOMERYSHIRE"

will be despatched as above on or about the 23rd inst.

For Freight etc., apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 3rd February, 1909. [125

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA".....About 23rd February.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 28th January, 1909. [126

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on WEDNESDAY, the 3rd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th February, 1909. [178

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain.	Sailing Date
Gymeric	4,002	J. C. A. Hall	1909 11th May.
Kumaric	6,232	F. S. Cowley	8th April
Inverie	4,789	R. J. Howie	6th May

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information apply to
DODWELL & CO. LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 13th February, 1909 [10

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 3.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....$4.
Meals .....$1.15 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd Jan., 1909 [8

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BRITANNIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moolian*, 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hong-kong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 2nd April, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
R. A. HEWETT,
Superintendent.

Hongkong, 6th February, 1909. [4

NAVIGAZIONE GENERALE ITALIANA.
(*Florio and Rubattino United Companies*).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above TO-MORROW, the 16th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 15th February, 1909 [16

CHARGEURS REUNIS.
(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.
(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY, OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES POINTS.

THE Steamship

"AMIRAL DUPERRE,"

Captain Martin, will be despatched on or about the 27th inst., for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

S.S. "AMIRAL HAMELIN,"
Captain Debonnaire, will leave this port on or about the 20th March.

For further particulars apply to the Agent—
MESSAGERIES MARITIMES.

Hongkong, 2nd February, 1909 [5

For Sale.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of The Best FRENCH TOYS, DOLLS, TOM SMITH'S CRACKERS, CADBURY'S CHOCOLATE, PERNOT BISCUITS, &c., &c., &c.

Hongkong, 21st November, 1908. [04

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.

In Bags of 250 lbs. net $3.45 per Bag ex Factory

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 15th August, 1908. [36

HONGKONG AVERAGE MARKET PRICES.

Corrected 13th February, 100 cts. per $ Mex.

BUTCHER MEAT.		Cents.
Beef sirloin & prime cut—Mei Lung Pa	℔	18
" Corned—Ham Ngau Yuk	"	18
" Roast—Shiu " "	"	18
" Breast—Ngau Lam	"	13
" Soup, Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	18
" " Sirloin—Ngau Lau	"	28
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	50
" " corned—Ham Ngau Li	"	58
" Head—Ngau Tau	"	80
" Heart—Ngau Sum	per ℔	12
" Hump, Salt—Ngau Kiu	"	18
" Feet—Ngau Keok	each	7
" Kidneys—Ngau Yiu	"	10
Tail—Ngau Mei	"	17
" Liver—Ngau Con	℔	12
" Tripe (undressed)—Ngau To	"	7
Calves' Head and Feet—Ngau-chai-tau-keok	set	$1.00
Mutton Chop—Yeung Pai Kwat	℔	22
" Leg—Yeung Pai	"	22
" Shoulder—Yeung Shau	"	20
Pigs' Chitlings—Chi cheong	"	22
" Brains—Chi Know	per set	2
" Feet—Chi Keok	"	11
" Fry—Chi Chak	"	25
" Head—Chi Tau	"	15
" Heart—Chi Sum	each	8
" Kidneys—Chi Yiu	pair	7
" Liver—Chi Kon	℔	24
Pork, Chop—Chi Pai Kwat	"	18
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	23
" Fat or Lard—Chu Yau	"	17
Sheep's Head and Feet—Yeung Tau Keok	set	50
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	℔	22
Sucking Pigs, To Order—Chu Chai	"	2.
Suet Beef—Sang Ngau Yau	"	20
" Mutton—Sang Young Yau	"	2.
Veal—Ngau Chai Yuk	"	22
" Sausages—Ngau Chai Yuk Tong	"	20

POULTRY.		
Chicken—Kai Chai	℔	32
Capons, Large, Small—Sin Kai	"	32
Ducks—Ap	"	22
Doves—Pan Kau	each	18
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton—Kai	℔	34
" Hainan—Hoi Nam Kai	"	30
Geese—Ngo	"	21
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	$3.50
Hare—Tu Chai	"	65
Partridge—Che Khoo	"	65
Pheasant—Shan Kai	pair	$1.80
Pigeons, Canton—Pak Kup	each	36
" Hoihow—Hoihow Pak Kup	"	34
Quail—Um-Chun	"	26
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	22
Turkeys, Cock—Fo Kai Kung	per ℔	60
" Hen— " " Na	"	50
Wild Ducks, Shanghai, Sui-ap	pair	$1.35
Teal, Shanghai, Sui Ap Chai	"	60
Wild Ducks Canton—Sang Shing Sui Ap	per pair	$1.00

FISH.		
Barbel—Ka Yu	℔	10
Bream—Bin Yu	"	14
Canton Fresh Water Fish—Hoi Sin Yu	"	15
Carp—Li Yu	"	20
Catfish—Chik Yu	"	11
Codfish—Mun Yu	"	14
Crabs—Hai	"	20
Cuttle Fish—Muk Yu	"	13
Dab—Sa Mang Yu	"	15
Dace—Wong Mei Lun	"	12
Dog Fish—Tit Tu Sa	"	9
Eels, Congor—Hai Man Yu	"	15
" Fresh water—Tam Sui Yu	"	14
" Yellow—Wong Sin	"	28
Frogs—Tien Kai	"	32
Garoupa—Sak Pan	"	52
Gudgeon—Pak Kup Yu	"	12
Herrings—Tso Pak	"	22
Halibut—Cheung Kwan Yu	"	32
Labrus—Wong Fa Yu	"	18
Loach—Wu Yu	"	28
Lobsters—Lung Ha	"	32
Mackerel—Chi Yu	"	18
Monk Fish—Mon Yu	"	24
Mullet—Chai Yu	"	21
Oysters—Sang Hoo	"	20
Parrotfish—Kai Kung Yu	"	16
Perch—Tau Loo	"	15
Pike—Fa Paw Poong	"	9
Plaice—Pan Yu	"	18
Pomfret, Black—Hak Chong	"	24
Pomfret, White—Pak Chong	"	32
Prawns—Ming Ha	"	60
Ray—Pai Pa Sa	"	9
Rock Fish—Sak Kau Kung	"	15
Roach—Chun Yu	"	32
Salmon, (Grey), fresh water—Ma Yau Yu	"	32
Shark—Sa Yu	℔	9
Skate—Po Yu	"	10
Shrimps—Ha	"	28
Snapper—Lap Yu	"	24
Soles—Tai Sa Yu	"	28
Tench—Wan Yu	"	18
Turbot—Cho How Yu	"	24
Turtles, small, fresh water—Kook Yu	"	60
White Bait—Ngau Yu Chai	"	—

FRUITS.		
Almond—Hung Yan	℔	30
Apples, (California)—Kam San Ping Ko	"	28
" (Chefoo)—Tin Chun Ping Ko	"	—
" Small—Hoi Tong	"	—
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	℔	5
" (brides), Macao—San Heung Chiu	"	6
Chestnuts, Chinese—Foong Lut	"	12
Carambola—Yeung Tou	"	—
Cocoanuts—Yeh Tsz	each	10
Grapes—Sin Tai Tsz	℔	—
Lemons, China—Ning Moong	"	7
" Amer.—Kum San Ning Moong	"	6
Lichees, Small Stone—Lai Chi Con	"	25
" Fresh, Lai Chi	"	—
Limes, (Saigon)—Sai Kung Ning Moong	each	6
Mango, Manila—Lui Sung Mong	"	—
Mango, Saigon—Sai Kung Moong	"	—
Mangosteens, San Chuk Tsz per 100	"	—
Oranges, Tim Chang	℔	12
" Small—Tai Kut	catty	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	℔	8
Passion Fruit	each	—
Pears, (American)—Kam San Shut Li	℔	10
" (Canton), Cooking—Sa Li	"	14
" (Shanghai)—Sheung Hoi Li	"	18
Peanuts,—Fa Sang	"	10
Persimmons, Large,—Hung Chia	"	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	8
" 2nd cooking—Chung-tang Paw-law	"	—
Plantains—Tai Chiu	℔	3
Plums, Swatow—Hung Lai	"	—
Pumelo, Siam—Chim Lo Yau	each	30
Walnuts, Hop Tou	"	12
" Green—Sang Hop Tou	"	—
Shanghai Lo Kwat	℔	—

VEGETABLES, &c.		
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chuuk	℔	6
Beans, (French) Macao—Oh Moon Pip Tau	"	8
Beans, (French), Shanghai—Sheung Hoi Pip Tau	"	8
Beans, Sprout—Ah Choi	"	2
Beans, Long—Tau Kok	"	—
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker	"	4
Brinjals, Red—Hung Ker	"	4
Brassica—Pak Choi	"	4
Bamboo Shoots—Chook Shun	"	3
Cabbage, Chinese, com.—Kai Choy	"	3
Cabbage, Red—Kai Lan Tau	each	10
Cabbage, (Shanghai)—Yeh Choi	"	6
Cane Shoots, bunch—Kau Shun	"	—
Cauliflower, Large size—Tai Yeh Choi Fa	each	15
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	10
Cauliflower, Small size—Sai Yeh Choi-fa	"	8
Carrots—Kam Shun	"	6
Celery, Chinese—Tong Kan Choy	"	4
Celery, English—Yeung Kan Choi	"	4
Celery, White—Pak Yeung Kan Choi	"	—
Chillies, Dried—Con Lat Chiu	"	35
" Red—Hung Fa	"	—
" Green—Cheng Lat Chiu	"	35
Curry Stuff, English—Ka Lee Choi Liu	"	8
Cucumbers—Cheng Kwa	"	4
Bitter Squash—Fu Kwa	"	12
Garlic—Suan Tau	"	8
Ginger, young—Sun Tsz Keung	"	16
" old—Lo Keung	"	10
Horse Radish, Shanghai—Lik Kan	℔	15
Indian Corn—Suk Mai	piece	—
Lettuce—Yeung Sang Choi	each	1
Water Chestnuts—Ma Tai	"	5
" Mandarin—Kwei Lum Ma Tai	"	6
Musk Melon	"	—
Mushrooms, Fresh—Sang Cho Kho	"	—
Onions, Bombay—Yeung Chung Tau	"	8
" Green—Sang Chung	"	4
" Shai—Sheung Hoi Chung Tau	"	6
" Japan—Yat Poon " "	"	—
Okroes—Mo Ker	"	8
Parsley, English—Yeung Un Sai	℔	15
Gradus Pea	"	8
Green Peas—Cheng Tau	"	8
Potatoes, Sweet—Fan Shu	"	3
" Shanghai—Sheung Hoi Shu Tsai	"	4
" Japan—Yat Poon Shu Tsai	"	—
" American—Fa Ki " "	"	8
" Foochow—Fuk Chan Shu Tsai	"	3
" Macao—Oh Moon " "	"	—
Pumpkin—Toong Kwa	"	3
Radish—Hung Lo Pak Tsai	℔	4
Rhubarb	"	—
Shalots—Con Chung Tau	"	8
Spinage (Chinese)—Paw Choi	"	4
Spinach—Yin Choi	"	5
Tomatoes—Fan Ker	"	6
Taros—Wu Tau	"	4
Turnips, Pan-ti (Long)—Low Pak	"	2
" English—Yeung Low Pak	"	4
Vegetable Marrow—Chit Kwa	"	—
Water Cresses—Sai Yeung Choi	"	8
" Caltrops—Lan Kok	℔	—
" Lily Roots—Lin Ngau	"	5
Yams—Tai Shu	"	5
Sage	per bundle	—

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

A. GIBSON,
Secretary, Sanitary Board.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9
Do. demand	1/9 1/16
Do. 4 months' sight	1/9 3/16
France—Bank T.T.	2.20½
America—Bank T.T.	42¾
Germany—Bank T.T.	1.79½
India T.T.	131¾
Do. demand	132¼
Shanghai—Bank T.T.	74½
Singapore—Bank T.T. per H.K. $100	75⅝
Japan—Bank T.T.	85⅝
Java—Bank T.T.	105⅝

Buying.

4 months' sight L/C.	1/9 5/16
6 months' sight L/C.	1/9 7/16
30 days' sight San Francisco & New York	43⅝
4 months' sight do.	44½
30 days' sight Sydney & Melbourne	1.9 9/16
4 months' sight France	2.25
6 months' sight "	2.27
4 months' sight Germany	1.84
Bar Silver	23⅝
Bank of England rate	3 %
Sovereign	11.30

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Monteagle*) 16th inst.
Canadian (*Empress of India*) 17th inst.
English (*Delta*) 18th inst. 9 a.m.
Indian (*Catherine Apcar*) 19th inst.
German (*Prinz Waldemar*) 3rd prox.

The E. & A. Co.'s s.s. *Empire* left Sydney on 13th inst., for Queensland Ports, Timor, Manila and this port.

The Imperial German Mail s.s. *Luetzow*, which left here on 10th inst., at noon, arrived at Singapore yesterday, at 10 a.m.

The Apcar Co.'s s.s. *Catherine Apcar* from Calcutta, left Singapore on 13th inst., afternoon, and may be expected here on 19th inst.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Shanghai at 8.30 a.m., on 13th inst., and left again at midnight same day, for Hongkong, where she is due to arrive at 6 p.m. on 16th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Kobe at 10 p.m., on 13th inst., and left again at 6 a.m., Sunday, *via* Nagasaki for Shanghai, where she is due to arrive at 9 a.m., on 17th inst.

The Silk ex R.M.S. *Empress of Japan*, which left Hongkong on the 16th ult., and Yokohama on the 24th ult., arrived in New York on 12th inst., thus making a transit of 27 days from Hongkong and 19 days from Yokohama.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 15th at 11.30 a.—The depression lying over Manchuria yesterday, has moved into the N. part of the Sea of Japan.

Pressure has increased considerably over N. China, and given way slightly in the Philippines. It is highest over the Pacific in the neighbourhood of the Bonins in the East, and over the Yangtze valley in the West.

Gradients continue slight and moderate monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. winds, moderate; fair.
2.—Formosa Channel, N.E. winds, moderate.
3.—South coast of China between Hongkong and Lamocks, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Roma, Br. s.s., 2,363, W. Storm, 13th Feb.,—Cardiff 23rd Dec., '08, Coal.—Admiralty.
Polynesien, Fr. s.s., 3,513, H. Broc, 14th Feb.,—Yokohama 16th Feb., Mails and Gen.—M. M.
Jacob Diederichsen, Ger. s.s., 622, A. Hansen, 14th Feb.,—Pakhoi and Hoihow 11th Feb., Gen.—J. & Co.
Haiching, Br. s.s., 1,167, W. C. Passmore, 14th Feb.,—Foochow 11th Feb., Amoy 12th, and Swatow 13th, Gen.—D., L. & Co.
Simongan, Dut. s.s., 1,200, H. Vos, 14th Feb.,—Sourabaya and Polo Laut 1st Feb., Sugar.—Yuen Fa Hong.
Sultan, Br. s.s., 1,270, L. Howard, 14th Feb.,—Singapore 4th Feb., Sandalwood.—B. & S.
Changchow, Br. s.s., 1,202, A. Partridge, 14th Feb.,—Shanghai 10th Feb., Salt.—B. & S.
Seminole, Br. s.s., 3,796, H. D. Clarke, 14th Feb.,—Manila, P.I. 11th Feb., Hemp.—S. O. Co.
Chowtai, Ger. s.s., 1,115, W. Möllerman, 14th Feb.,—Bangkok 4th Feb., Rice.—B. & S.
Szechuen, Br. s.s., 1,142, Sidford, 14th Feb.,—Wuhu and Chinkiang 9th Feb., Rice and Ground-nuts.—B. & S.
Tjikini, Dut. s.s., 2,888, H. Koops, 14th Feb.,—Yokohama 20th Jan., and Moji 9th Feb., Gen.—J. C. J. L.
Loosok, Ger. s.s., 1,020, G. Schultzen, 14th Feb.,—Bangkok 4th Feb., and Anghin 6th, Rice.—B. & S.
Rugia, Ger. s.s., 5,600, F. Jaeger, 14th Feb.,—Colombo 3rd Feb., Gen.—H. A. L.
Ningpo, Br. s.s., 1,228, E. Richards, 14th Feb.,—Canton 13th Feb., Gen.—B. & S.
Chiyuen, Ch. s.s., 1,177, C. Stewart, 14th Feb.,—Canton 13th Feb., Gen.—C. M. S. N. Co.
Kamor, Nor. s.s., 949, S. Falch-Muus, 14th Feb.,—Canton 13th Feb., Coal.—M. B. K.
Helene, Ger. s.s., 771, J. Jessen, 14th Feb.,—Tourane and Hoihow 13th Feb., Coals and Gen.—J. & Co.
Tourane, Fr. s.s., 3,104, G. Lancelin, 15th Feb.,—Marseilles 17th Jan., and Saigon 12th Feb., Mails and Gen.—M. M.
Hangchow, Br. s.s., 999, Mawley, 15th Feb.,—Chefoo 8th Feb., Gen.—B. & S.
Cathay, Dan. s.s., 2,649, C. Serme, 15th Feb.,—Copenhagen 7th Dec., '08, Gen.—M. & Co.
Kwanglee, Ch. s.s., 1,468, Froberg, 15th Feb.,—Shanghai 12th Feb., Gen.—C. M. S. N. Co.
Hongkong, Fr. s.s., 742, A. Cornelissen, 15th Feb.,—Haiphong and Hoihow 14th Feb., Gen.—A. R. M.
Choysang, Br. s.s., 1,424, A. E. Sandbach, 15th Feb.,—Shanghai 9th Feb., and Swatow 14th, Gen.—J., M. & Co.
Rajaburi, Ger. s.s., 1,189, H. Bremer, 15th Feb.,—Bangkok and Swatow 14th Feb., Rice.—B. & S.
Sabine Rickmers, Dut. s.s., 573, Smith, 15th Feb.,—Palembang 28th Jan., and Tamsui 13th Feb., Ballast.—A. P. & Co.
Nikko Maru, Jap. s.s., 3,439, R. Swain, 15th Feb.,—Melbourne and Manila 13th Feb., Gen.—N. Y. K.
Tientsin, Br. s.s., 1,227, G. W. Eedy, 15th Feb.,—Sourabaya 21st Jan., and Samarang 2nd Feb., Sugar.—B. & S.
Linan, Br. s.s., 1,352, C. C. Williams, 15th Feb.,—Shanghai 11th Feb., Gen.—B. & S.

Clearances at the Harbour Office.

Szechuen, for Canton.
Seminole, for Moji.
Choysang, for Canton.
Iyo Maru, for Shanghai.
Kwanglee, for Canton.
Tjilatjap, for Muntok.
Wongkoi, for Swatow.
Hangchow, for Canton.
Chihli, for Hoihow.
Ningpo, for Hongay.
Linan, for Canton.
Cathay, for Shanghai.
Kamor, for Haiphong.
Hailan, for Hoihow.
Sabine Rickmers, for Canton.
Jacob Diederichsen, for Hoihow.

—Departures

Feb. 14.

Palawan, for Shanghai.
Joshin Maru, for Swatow.
Haimun, for Swatow.
Pet Ho, for Yokohama.
Zweena, for Saigon.
Dortmund, for Shanghai.
Pongtong, for Swatow.
Taishan, for Swatow.
Bessie Dollar, for Moji.
Tungshing, for Canton.

Feb. 15.

Kowloon, for Vladivostock.
Szechuen, for Canton.
Hangchow, for Canton.
Changchow, for Canton.
Tjilatjap, for Macassar.
Kamor, for Haiphong.

Passengers arrived.

Per *Chowtai*, from Bangkok—Baroness von Prenschen.

Per *Choysang*, from Shanghai, &c.—Mr. J. Compton, and 17 Chinese.

Per *Cathay*, from Copenhagen—Mr. Miller-up, of Copenhagen, on a round trip.

Per *Kwanglee*, from Shanghai—Messrs. Dick Daly, Curt Hoore, Officer Carter, 200 Chinese, and 6 Japanese.

Per *Haiching*, from Coast Ports—Messrs. Donald, Rolles, Osborne, Kennell, Capt. and Mrs. Thom, Mr. Woodruff, Masters Thom, Palmer, Jenkins, Whitfield, and 150 Chinese.

Per *Polynesien*, for Hongkong from Kobe—Mr. Kopp and boy. From Shanghai—Messrs. Napier, McGreigor, Pollock, Mrs. Nenmann, Messrs. Berd, Crook, Carneirs, D'Anzell, Ognis, and Mrs. Fookmann. For Marseilles from Yokohama—Messrs. Ruinat and Murracioli. From Kobe—5 French Marines. From Shanghai—Messrs. Pin, Renault, Garcin, Lenclos, Ferrand, Govinet, Banmann, 3 French Marines, 2 French Sergeants, 1 Corporal, and Miss G. Millst. For Singapore—Mrs. Kelly, and 2 Chinese. For Saigon—Mr. Nishizani, and 3 French Soldiers.

Per *Helene*, from Hoihow—Mr. Mathieson, and 150 Chinese.

Per *Rajaburi*, from Bangkok, &c.—Mrs. Schindewolff, and 45 Chinese.

Passengers departed.

Per *Princess Alice*, for Shanghai—Mrs. A. E. Paine and servant, Dr. Roese and family, Count Fenelon, Messrs. H. ter Meer, O. Muller, Leopold Premyslav, A. A. Brody, Mrs. Walker, and Mr. and Mrs. Robert Dollar. For Nagasaki—Mr. Sou Yue, Miss Mow and party, and Mr. J. L. Kieve and party. For Kobe—Messrs. Geo. Combere and G. F. Whitney. For Yokohama—Messrs. G. Welly, Boolchand, Chellaram, Ip Heng Wa, H. Roopchand, Wong Ling Sai and K. R. Cha.

Shipping Reports.

Str. *Haiching*, from Coast Ports:—Moderate monsoon and fine.

Str. *Seminole*, from Manila:—Rough N.E. monsoon and heavy sea.

Str. *Szechuen*, from Wuhu and Chinkiang:—Fresh monsoon fine weather.

Str. *Kwong Lee*, from Shanghai:—Light to moderate breeze and fine weather.

Str. *Choysang*, from Shanghai via Swatow:—Moderate N.E. winds and fine clear weather.

Str. *Changchow*, from Shanghai:—Fine weather throughout; fresh monsoon south of Turnabout.

Str. *Sultan*, from Singapore:—Strong breeze to a moderate gale on approaching land, very high seas after passing Paracels.

Str. *Tourane*, left Marseilles on the 17th January; left Saigon on the 12th February, at 7 a.m. Fine weather moderate N.E. monsoon.

Str. *Simongan*, from Sourabaya via Polo Laut:—Fine weather up to Luzon, from there to Hongkong strong N.E. monsoon with high sea.

VESSELS IN PORT.

STEAMERS.

Bujun Maru, Jap. s.s., 1,304, F. Fuseno, 9th Feb.,—Swatow 8th Feb., Gen.—O. S. K.
Chunsang, Br. s.s., 1,418, W. E. Sawer, 12th Feb.,—Passoaran 1st Feb., Sugar.—J., M. & Co.
Chihli, Br. s.s., 1,143, J. Warrack, 12th Feb.,—Haiphong and Hoihow 11th Feb., Gen.—B. & S.
China, Am. s.s., 3,186, D. E. Friele, 13th Feb.,—San Francisco 16th Jan., Honolulu 23rd, Yokohama 5th Feb., Kobe 6th, Nagasaki 8th, and Shanghai 10th, Mails and Gen.—P. M. S. S. Co.
Chinhua, Br. s.s., 1,349, A. Harris, 13th Feb.,—Canton 12th Feb., Gen.—B. & S.
Clara Jebsen, Ger. s.s., 1,102, J. Bendixen, 10th Feb.,—Saigon 4th Feb., Rice.—J. & Co.
Dakotah, Br. s.s., 2,593, Ross, 21st Dec.,—San Francisco 23rd Nov., Kerosine Oil.—S. O. Co.
Fausang, Br. s.s., 1,410, H. S. Malkins, 6th Feb.,—Saigon 1st Feb., Rice.—J., M. & Co.
Frithjof, Nor. s.s., 891, O. Andersen, 29th Jan.,—Pulo Laut 21st Jan., Coal.—Aagaard, Thoresen & Co.
Germania, Ger. s.s., 1,741, C. Jurgensen, 12th Feb.,—Saigon 5th Feb., Rice.—J. & Co.
Hailan, Fr. s.s., 377, O. A. Höeg, 13th Feb.,—Pakhoi and Hoihow 11th Feb., Pigs and Gen.—A. R. M.
Huichow, Br. s.s., 1,217, E. Forsyth, 9th Feb.,—Samarang 29th Jan., Sugar.—B. & S.
Ischia, Ital. s.s., 2,481, Belsito, 9th Feb.,—Singapore 1st Feb., Gen.—C. & Co.
Iyo Maru, Jap. s.s., 3,918, S. J. G. Parsons, 7th Feb.,—Seattle via Japan and Shanghai 4th Feb., Gen.—N. Y. K.
Japan, Br. s.s., 3,806, J. G. Olifent, 11th Feb.,—Moji 6th Feb., Gen.—D. S. & Co., Ld.
Josoki Maru, Jap. s.s., 1,859, K. Hayashi, 5th Feb.,—Moji 30th Jan., Coal.—Ataka & Co.
Kueichow, Br. s.s., 1,787, G. Hooker, 24th Jan.,—Porbolingo 17th Jan., Sugar.—B. & S.
Kweiyang, Br. s.s., 1,044, M. Dawson, 11th Feb.,—Canton 10th Feb., Gen.—B. & S.
Laisang, Br. s.s., 2,224, F. Wheeler, 9th Feb.,—Calcutta via Penang and Singapore 2nd Feb., Gen.—J., M. & Co.
Loyal, Ger. s.s., 1,237, F. Natzius, 28th Jan.,—Bangkok 17th Jan., Rice, Rice-meal, Timbers and Fish.—S., W. & Co.
Manila, Ger. s.s., 1,108, J. Minssen, 7th Feb.,—Sydney 13th Jan., and Manila 4th Feb., Gen.—M. & Co.
Mausang, Br. s.s., 1,644, G. S. Weigall, 10th Feb.,—Sandakan 4th Feb., Timber and Gen.—J., M. & Co.
Nanchang, Br. s.s., 1,044, G. I. Spinks, 2nd Feb.,—Iloilo 29th Jan., Sugar.—B. & S.
Numantia, Ger. s.s., 4,384, H. Feldtmann, 13th Feb.,—Portland, Or. 5th Jan., Flour and Gen.—P. & A. S. S. Co.
Paklat, Ger. s.s., 1,018, Wenzel, 12th Feb.,—Bangkok 4th Feb., Rice.—B. & S.
Ragnar, Nor. s.s., 1,220, G. H. Nielsen, 6th Feb.,—from Rajang, Timber.—Aagaard, Thoresen & Co.
Rajah, Ger. s.s., 2,100, R. Petersen, 12th Feb.,—Bangkok via Anghin 2nd Feb., Rice, Salt and Teakwood.—B. & S.
Shinchiu Maru, Jap. s.s., 1,939, Saito, 13th Feb.,—Moji 8th Feb., Coal.—O. S. K.
Shoshu Maru, Jap. s.s., 999, I. Ijichi, 13th Feb.,—Anping 10th Feb., Gen.—O. S. K.
Siberia, Am. s.s., 5,655, A. Dixon, 5th Feb.,—San Francisco 9th Jan., and Manila 2nd Feb., Mails and Gen.—P. M. S. S. Co.
Standard, Nor. s.s., 897, H. Büll, 28th Jan.,—Saigon 22nd Jan., Rice.—Aagaard, Thoresen & Co.
Taiwan, Br. s.s., 1,042, F. C. Everett, 13th Feb.,—Canton 12th Feb., Gen.—Wing Sing.
Taming, Br. s.s., 1,350, A. Somerville, 12th Feb.,—Manila 9th Feb., Sugar, Cigars and Tobacco.—B. & S.
Wongkoi, Ger. s.s., 1,140, W. Reher, 9th Feb.,—Bangkok 28th Jan., and Swatow 8th Feb., Gen.—B. & S.

SAILING VESSELS.

Lyndhurst, Br. bark, Parnell, 14th Sept.,—Bangkok 25th Aug., Case Oil.—S. O. Co.
Tarang, Br. schooner, 87, Oliver, 7th Dec.,—Palau Island 15th Nov., Iron.—Mr. G. P. Lammert.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Monteagle	Shanghai	C. P. R. Co	Feb. 16
Banca	Singapore	P. & O. Co	Feb. 16
Yawata Maru	Japan	N. Y. K.	Feb. 16
Emp. of India	Japan	C. P. R. Co	Feb. 17
Vorwaerts	Singapore	S., W. & Co	Feb. 17
Delta	Singapore	P. & O. Co	Feb. 18
Norman Prince	Tourane	A., K. & Co	Feb. 18
Flintshire	Singapore	S., T. & Co	Feb. 18
Kageshima M.	Japan	N. Y. K.	Feb. 18
Tjibodas	Batavia	J. C. J. L.	Feb. 18
Catherine Apcar	Singapore	D. S. & Co	Feb. 19
Manchuria	Japan	P. M. Co.	Feb. 20
Kaga Maru	Japan	N. Y. K.	Feb. 22
P. Waldemar	Sydney	M. & Co	Mar. 3

CHINA-COAST METEOROLOGICAL REGISTER.

February 13th, 1909, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	30.04	2	51	—	0	b.
Nemuro	6 a.m.	29.57	—	—	N	4	—
Hakodate	"	29.77	—	—	W	6	—
Tokio	"	29.99	35	—	NW	2	—
Kochi	"	30.15	—	—	SE	2	—
Nagasaki	"	30.31	—	—	N	8	—
Kagoshima	"	30.31	—	—	N	2	—
Oshima	"	30.36	—	—	N	8	—
Naha	"	30.36	—	—	N	4	—
Ishigakijima	"	30.37	—	—	NE	2	—
Bonin Is.	"	30.12	—	—	N	6	—
Chefoo	6 a.m.	30.21	30	—	SW	1	b
Weihaiwei	9 a.m.	30.26	34	—	E	1	b
Hankow	6 a.m.	30.46	39	82	E	1	b
Kinkiang	"	30.40	35	90	NE	1	b
Shanghai	9 a.m.	30.43	42	34	SSW	1	b
Gutzlaff	"	30.41	47	55	SSW	1	bm
Sharp Peak	"	30.42	54	94	N	1	b
Amoy	6 a.m.	30.32	56	63	N	2	b
Swatow	"	30.29	45	92	NNE	2	c
Taihoku	5 a.m.	30.37	—	—	E	6	—
Taichu	"	30.27	—	—	—	0	—
Tainan	"	30.26	—	—	N	2	—
Koshun	"	30.23	—	—	NE	10	—
Pescadores	"	30.24	—	—	N	10	—
Canton	9 a.m.	30.36	54	74	N	1	o
Hongkong	10 a.m.	30.34	59	59	E	2	b
Victoria Peak	"	—	—	—	E	4	—
Gap Rock	"	30.27	—	—	ENE	6	—
Macao	"	30.33	62	—	NE	2	c
Wuchow	9 a.m.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Paulien	8 a.m.	30.28	59	—	NE	2	o
Tourane	"	30.23	66	—	NW	3	or
C. St. James	"	30.01	73	—	NNE	4	b
Aparri	6 a.m.	30.15	—	—	NE	1	d
Manila	10 a.m.	30.04	81	56	NNE	1	o
Legaspi	6 a.m.	29.99	73	—	NE	1	o
Bacolod	9 a.m.	—	—	—	NE	4	o
Iloilo		29.95	78	—	N	2	c
Cebu	"	29.91	81	—	N	2	o
Labuan	"	29.90	84	—	—	—	—

February 15th, 1909, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	29.85	12	90	NE	3	b
Nemuro	6 a.m.	30.08	—	—	E	4	—
Hakodate	"	29.93	—	—	E	4	—
Tokio	"	30.10	—	—	NW	2	—
Kochi	"	30.07	—	—	SW	4	—
Nagasaki	"	30.11	—	—	SW	8	—
Kagoshima	"	30.15	—	—	—	0	—
Oshima	"	30.08	—	—	NW	6	—
Naha	"	30.17	—	—	N	4	—
Ishigakijima	"	30.13	—	—	NE	2	—
Bonin Is.	"	30.24	—	—	—	0	—
Chefoo	6 a.m	30.17	26	87	SW	1	b
Weihaiwei	9 a.m	30.20	35	—	W	1	b
Hankow	6 a.m.	30.23	48	85	NE	1	o
Kinkiang	"	30.20	49	93	—	0	o
Shanghai	9 a.m.	—	—	—	—	—	—
Gutzlaff	"	30.21	47	85	ENE	3	bm
Sharp Peak	"	30.21	58	102	WNW	1	b
Amoy	6 a.m.	30.16	59	82	NE	1	c
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.m.	30.19	—	—	—	0	—
Taichu	"	30.18	—	—	—	0	—
Tainan	"	30.14	—	—	N	2	—
Koshun	"	30.14	—	—	N	2	—
Pescadores	"	30.12	—	—	N	4	—
Canton	9 a.m.	30.15	64	78	E	1	c
Hongkong	10 a.m.	30.16	66	77	ESE	2	o
Victoria Peak	"	—	—	—	ESE	4	—
Gap Rock	"	30.12	—	—	E	4	—
Macao	"	30.15	64	—	ENE	1	o
Wuchow	9 a.m.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	8 a.m.	30.06	63	—	ENE	3	o
Tourane	"	30.08	73	—	SE	1	c
C. St. James	"	29.98	73	—	NNE	2	f
Aparri	6 a.m.	30.02	—	—	E	0	o
Manila	10 a.m.	30.00	75	84	—	0	d
Legaspi	6 a.m.	29.92	77	—	NE	1	b
Bacolod	9 a.m.	—	—	—	NNE	2	c
Iloilo	"	29.89	80	—	NNE	1	b
Cebu	"	29.92	84	—	N	1	c
Labuan	"	29.88	81	—	—	—	—

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.S. Whiting	at	Kowloon Dock
Tarlac	"	" "
Minas de Batan	"	" "
Patria	"	" "
Daylight	"	" "
Manila	"	" "
H.M.S. Virago	"	Cosmopolitan "
Bujun Maru	"	Aberdeen "

Post Office.

☞ Approximate times of closing mails at Shanghai via Dalny and Siberia.

19th February at 7.45 A.M.
25th " at 8.15 P.M.
5th March at 7.45 A.M.
12th " at 11.45 A.M.
18th " at 8.15 P.M.

A Mail will close for:—

San Francisco—Per *Seminole*, 16th Feb., 8 A.M.

Hongay—Per *Ningpo*, 16th Feb., 9 A.M.

Haiphong—Per *Hongkong*, 16th Feb., 9 A.M.

Hoihow and Haiphong—Per *Chihli*, 16th Feb., 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 16th Feb., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Polynesien*, 16th Feb., 10 A.M.

Swatow, Amoy and Foochow—Per *Haiching*, 16th Feb., 10 A.M.

Singapore, Penang and Calcutta—Per *Laisang*, 16th Feb., 10 A.M.

VISITORS AT THE HOTEL.

ASTOR HOUSE.

Althouse, Mr. & Mrs.
Applin, H.
Audap, R.
Atchison, M. A.
Bahr, A. W.
Betts, Mr. and Mrs. D. W.
Bourgade, Mr.
Bramwell, W. H.
Bruce, C. H.
Burgdorffer, A. A.
Cavanagh, E. J.
Cousins, Mr. and Mrs. R. H.
Dreyfus, L.
Eitzen, J.
Eyre, Mr. and Mrs. H.
Ferry, W. V.
Gomes, A. J. M.
Glashan, F. G. M.
Grant, J.
Doran, Dr. and Mrs. A. V.
Hamilton, J. C.
Harmston, W.
Harmston, Miss J.
Harmston, Mr. & Mrs. Love
Harmston, Miss N.
Herque, Mr.
Herreia, L. C.
Hough, Dr.
Jack, Mrs. A. M.
Kelly, W. H.
Klety, A.
Lyle, D. E.
Marcovitz, Mr.
Martin, Mr.
McLaren, W. D.
Milikoff, J.
Moffat, Mr. and Mrs. Geo.
Muller, Dr. Hendrik, Minister for Holland
Musso, Mr. and Mrs.
Newman, H. W.
Paget, A. R.
Ponsolle, P.
Poole, Frederic
Rougal, Mr.
Sanft, J.
Serra, Dalas
Soutar, N. F.
Stephney, C. H.
Ullmann, E.
Verne, V. F. Le

HONGKONG.

Adams, P. R.
Agnado, T.
Alexander, D. C.
Almeber, Mr. and Mrs. F. B. and 2 children
Armon, Mr.
Audley, J.
Baker, W. G.
Barff, Mr. and Mrs. C. S. and child
Black, Dr. G. D. R.
Blaybhoeffer, Capt.
Brumer, Mr. and Mrs. W. C.
Cassedy, Mrs. V.
Castillon, H. G. del
Chamberlain, F. C.
Chamberlain, R. F.
Condon, H. L.
Cooper, Miss W. C.
Corbett, John
Dann, T. E.
Deightim, J.
Dobie, J. Somerville
Douald, G.
Esrom, F.
Farquharson, W.
Fischer, S. F.
Forst, H.
Fuller, Stuart J.
Fuller, Damman
Geayes, Mrs. & Miss
Gibson, H. E.
Graham, C. A.
Gubbay, R. A.
Hall, A.
Hall, Capt. T. P.
Harne, Mrs.
Hayes, G. V.
Heermann, P. C.
Hepp, Dr.
Hewett, Hon. Mr. E. A.
Hodgsun, Mr. & Miss
Hoorn, Mr. and Mrs. Van
Hunt, E. B. K.
Innes, Capt. R.
Kinght, W. B.
Kip, Miss B.
Kopp, A.
Lack, G. M.
Lannelongue, Prof. & Madame
Lewis, J. H. and valet
Lockwood, Mrs.
Lockwood, D.
Lommer, H. O.
Macdonald, D.
Marsax, Viscount de
Massey, Miss K. A.
Matheson, Mr. & Mrs. R. T. and child
McCoy, J.
McIntosh, G. C.
McKean, Dr. G. W.
McQuester, F. B.
Melbye, E. H.
Messen, Miss M. Van
Morison, J.
Neisse, Miss Van
Osborne, Mr. and Mrs. C. C.
Packer, B. L.
Pearse, Dr. and Mrs. W. W.
Plotte, G. R.
Pollak, T.
Pond, Mr. and Mrs. H. D.
Pottinger, Colonel J.
Pugh, E. A.
Rafferty, Mrs. & child
Ransom, Mr. and Mrs. R. M.
Ray, E. H.
Ray, Major and Mrs. B. B.
Sandes, Miss F. E.
Schering, W.
Skinn, A. J.
Speelman, M.
Spaulding, Mr. & Mrs. E. W.
Spittles, J.
Stebbing, W. T.
Stepp, Dr. J.
Stevens, Rev. A. J.
Sutterle, Mr. and Mrs. F. W.
Temperley, A.
Thomas, H. P.
Thompson, A.
Toeg, R. E.
Waite, H. E.
Wallach, C.
Whittick, F. F.
Willey, G.
Wilson, Mrs. F.
Wise, 4 Misses
Wise, Mr. and Mrs. G. E.
Wolfson, Miss M.
Woodhouse, F.
Woodland, W. E.
Wroe, T.

CRAIGIEBURN.

Adams, F. R. J.
Caldwell, G. E.
Bird, C. F.
Clothier, Mr. and Mrs. H. W.
Gaster, Mr. E. R. A.
Jones, Dr. and Mrs. E.
Nikkels, R. N. W.
Pye, Mr. & Mrs. Burns
Ram, E. A.
Ritchie, Mr. and Mrs.
Ritchie, Miss D.
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Smith, Mr. and Mrs. Morton
Wilson, G. L.

PEAK.

Adair, Major and Mrs.
Aubrey, Dr.
Aucott, E. F.
Bayard, Lt.-Col. and Mrs.
Beadnell, Surgeon and Mrs.
Bedford, Col. and Mrs.
Bowen, Mr. and Mrs.
Campbell, Miss Carter
Colleyshaw, Mr.
Craig, Capt. and Mrs.
Darling, Col.
Davidson, A.
Davidson, E.
Dooner, Capt. & Mrs.
Dowley, Mr. and Mrs.
Ellis, Mrs.
Ennles, Rev. and Mrs. Dallas
Evans, Miss
Finch, Capt. and Mrs.
Fisher, Mr. and Mrs.
Galbraithe, Mr.
Garsder, G. G.
Gelsthorpe, F. I.
Grieve, Mrs.
Gubbay, Mr. and Mrs.
Hunter, Dr. and Mrs.
Hancock, H.
Harris, Mr.
Hassan, Mr. and Mrs.
Hockaday, W. T.
Humphreys, W. M.
Hunter, Misses
Jeffries, H. N.
Joseph, Mr. and Mrs. E. S.
Knott, Mrs.
Lnnning, Albert E.
Lloyd, Mr.
Lofts, Mr.
Longridge, Rev.
Martin, R.
Mitchell, R.
Moir, A.
Montfield, Engr.-Com. and Mrs.
Moreno, A.
Morley, Mr. & Mrs. C.
Peel, Mr.
Perkins, T. L.
Phillips, Major
Probyn, Major
Rambach, Mr. & Mrs.
Reid, Lieut.-Col.
Rissland Mr. and Mrs. H.
Sayle, Mr. and Mrs.
Sinclair, A.
Smith, A. Findlay
Stacpole, Lt.-Col.
Thompson, Lt. & Mrs.
Thornhill, Rev.
Tweedie, R.N., Lt. and Mrs.
White, Mr. and Mrs.
Vida, F. R.
Williams, Dr. Fitz
Williamsons, Mrs. and children

GRAND CARLTON.

Ball, J.
Bolden, S. C.
Brooke, Mr. and Mrs.
Brown, Mr. and Mrs.
Burgess, R. C.
Cabos, C.
Chambers, E. H.
Dale, E. G.
Davies, F. O.
Day, E. W.
Gaudet, Andrea
Goulborn, V.
Gowen, R. A.
Greig, H.
Gunkel, A. J.
Hay, G. M.
Hore, W.
Ingram, J.
Kimm, Lieut.
Kreuter, Mr. and Mrs.
Kuben, H.
Lack, S.
Lahmann, Mr. & Mrs.
Lahmann, Master
Lane, Mr. and Mrs.
Magu, W. H.
Mayo, W. L.
McKee, Mrs.
Moore, Dr. and Mrs.
Moore, M.
Nellis, J. H.
Oliver, P. E. H.
Raey, Miss
Rease, E.
Ribōt, Madame
Rigge, H. E.
Roland, A. J.
Sherman, G. W.
Shield, G.
Smith, E.
Stoneham, F.
Taylor, W.
Thompson, J. D.
Woods, J.

	Feb. 14 at 10 a.m.	Feb. 14 at 4 p.m.
Barometer	30.22	30.06
Temperature	64	65
Humidity	52	56
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	700	4	3,000	Commander C. T. K. Fuller	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain F. E. C. Ryan	Shanghai
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Hongkong
Bramble	river gunboat	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Shanghai
Cherub	water tank and tug	390	—	300	Master S. West	Hongkong
Clio	sloop	1,070	6	1,400	Commander G. T. Borrett	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Rowland Nugent	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander B. J. D. Guy, V.C.	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Canton
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander C. A. Fremantle	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Hongkong
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Hongkong
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne	Yangtse
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Hongkong
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander C. C. Walcott	Hongkong
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtse
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander J. White	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtse
Taku	torpedo boat destroyer	250	6	6,500	Gunner W. Barlow	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. Lyon	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Commander H. T. Attlay	Yangtse
Virago	torpedo boat destroyer	355	6	6,300	Commander Stevenson	Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander H. P. Douglas	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander J. Kiddle	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander Jno. F. Knox	Yangtse
Woodcock	river gunboat	150	2	550	Lieut.-Comdr. H. R. V. Cottrell-Dormer	Yangtse
Woodlark	river gunboat	150	2	550	Lieut.-Commander G. R. Livingstone	Yangtse

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Alger	2nd class cruiser	4,320	22	5,100	Commander Fournier	Shanghai
Argus	river gunboat	180	6	570	Lieut. d'Estienne	Canton
Bruix	armoured cruiser	4,800	16	8,300	Captain Rochas	Shanghai
Décidée	gunboat	630	10	900	Lieut. de Linarès	Kobe
D'Entrecasteaux †	1st class armoured cruiser	8,200	26	13,500	Capt. Thibault	Saigon
Olry	river gunboat	170	6	500	Lieut. de Maindreville	Upper Yangtse
Peiho	river gunboat	130	4	280	Lieut. Puech	Tongku
Takiang	steam-launch	—	—	—	—	Upper Yangtse
Vigilante	river gunboat	80	6	570	Lieut. Biseuil	Canton

† Flagship of Rear-Admiral Parrin, Commander-in-Chief.

Vipère	Gunboats.	475	—	—	Reserve.	Saigon
Lion	...	500	—	—	...	...
Baionnette	...	170	—	—	...	...
Bouclier	...	140	—	—	...	...
Coronade	...	184	—	—	...	...
Cimeterre	...	140	—	—	...	...
Estoc	...	141	—	—	...	Haiphong
Jacquin	...	200	—	—	...	...
Achéron	armoured gunboat	1,850	8	1,700	Lieut. Bertrand	Saigon
Alouette	gunboat	506	7	400	Commander Badin	Saigon
Comète	gunboat	500	6	500	Capt. L. Gervais	Saigon
Esturgeon	sub-marine	70	—	60	Lieut. Combet	Saigon
Fronde	destroyer	300	7	6,300	—	Saigon
Henri Rivière	river gunboat	150	6	152	—	Haiphong
Lynx	sub-marine	70	—	60	Lieut. Marrs	Saigon
Manche	surveying-ship	1,625	10	900	Commander Ragot de la Touche	Saigon
Mousquet	destroyer	300	7	6,300	Commander De la Roche Kerandraon	Saigon
Perle	sub-marine	70	—	60	Lieut. Monnier	Saigon
Pistolet	destroyer	300	7	7,000	Commander Mortenol	Hongay
Protée	sub-marine	70	—	60	Lieut. Morris	Saigon
Redoutable *	battleship, reserve	9,350	37	6,200	Capt. Drouet	Saigon
Styx	armoured gunboat	1,810	8	1,600	Lieut. Seriot	Saigon
Takou	destroyer	280	6	6,500	In Reserve	Saigon
Vauban	torpedo-depot	—	—	—	Commander Mortenol	Hongay
Vétéran	torpedo-depot	—	—	—	Lieut. Bihel	Cap Saint-Jacques

(*) Flagship of Rear-Admiral Richard-Foy, Commanding the naval defence of Indo-China.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $14,000,000 $250,000	$2,005,774	Interim of £2 for first half year @ ex 1/9½=$21.942	5¾ %	$895 buyers London £86
National Bank of China, Limited	99,925	£7	£6	£4,009 $150,000	$10,223	$2 (London 3/6) for 1903	...	$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $232,757 $411,990	none	$14 for 1907	7½ %	$190 buyers
North China Insurance Company, Limited	10,000	£15	£5	£125,000 Tls. 150,000 Tls. 303,747 Tls. 118,277	Tls. 160,512	Final of 7/6 making 15/- for 1907	5½ %	Tls. 100 buyers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £90,000 $302,478 £129,695 $727,649	$2,506,011	Final of $15 making $45 for 1906 and interim of $30 for 1907	5½ %	1825 buyers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $199,032 $85,157	$591,763	$12 and bonus $3 for 1906	8½ %	$187½ sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	6,096	$100	$20	$1,000,000 $346,097 $13,802	$372,432	$6 and bonus $2 for 1906	7½ %	$106 sales
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,323,941	$428,027	$27 for 1906	8½ %	$332 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$1,035	$1 for 1906	...	$12 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $99,067	Nil.	$2½ for year ending 30.6.1908	7½ %	$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$50,000 $607,700 79,423 23,344	$20,279	Final of $1½ making $2½ for 1908	8½ %	$28½ b. ex div.
Indo-China Steam Navigation Co., Ld. (Preferred) Do. do. (Deferred)	60,000 60,000	£5	£5	£10,000 £240,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154	5¾ %	$38 buyers $18 buyers
Shanghai Tug and Lighter Company, Limited (Preference) Do. (Preference) "Shell" Transport and Trading Company, Limited	200,000 100,000 2,000,000	Tls. 50 £1	Tls. 50 £1	Tls. 75,000 £720,000 £20,000	Tls. 14,510 £61,817	Interim of Tls. 1½ for account 1908 Second interim of 1/- for a/c 1908	7½ % 7 % 6 %	Tls. 47½ buyers Tls. 52 buyers 49/- buyers
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$5,000 $47,221	$98	$1.00 $0.50 for year ending 30.4.1908	4 % 3½ %	$23½ $15
Taku Tug and Lighter Company Limited	30,000	Tls. 50	Tls. 50	Tls. 58,000 Tls. 420,479 Tls. 70,000 Tls. 81,000 Tls. 12,000	Tls. 6,869	Final of Tls. 2½ making Tls. 5 for 1907	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	10,000	$100	$100	$32,538 $450,000 $56,848	Dr. $279,171	$8 for year ending 31.12.06	...	$30 sales
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,132	$3 for 1897	...	$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3½ for year ending 31.8.05	...	Tls. 102½ buyers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£175,000 £12,289	£11,556	Final of 1/6 (coupon No. 11) for year ending 29.2.08	7 %	Tls. 16.55 sellers
Rand Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	8/10 £1	£4,871	Dr. £2,191	No. 11 of 1/-=48 cents	...	$8½ buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$53,601	$3,726	$1.75 for year ending 31.12.06	...	$12
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	$50	$50,000 $26,806 $40,000	$3,556	Final of $1½ making $3½ for 1907	7½ %	$46 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$76,191 $200,000	$384,847	Interim of $4 for account 1908	8½ %	$92 sellers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 33,742	Interim of Tls. 2½ for 6 months ending 31st October, 1908	6¼ %	Tls. 78 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 75,000 Tls. 125,000	Tls. 22,626	Interim of Tls. 4 for account 1908	11 %	Tls. 165 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 103 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	Dr. $4,220	$2½ for year ending 30.6.07	...	$17½ buyers
Central Stores, Limited	50,128	$15	$15	$1,000	$9,178	$1.80 for 1906	...	$16½ buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$248,975 $22,000	$14,639	Interim of $3 for account 1908	7 %	$90 buyers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$160,000	$26,475	Final of $3½ making $7 for 1908	7½ %	$93 buyers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	211,212 48,261	$5,486	60 cents for 1908	7 %	$8.65 ex div. sa.
Kowloon Land and Building Company, Limited	6,000	$50	$50	none	$278	$3½ for 1908	5 %	$30½ ex div.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 170,000	Tls. 107,517	Interim of Tls. 3 for account 1908	7 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	$50	$50	none	$1,958	Final of $2 making $4 for 1908	9 %	$44 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 8,820	Tls. 5 for year ended 31.10.1908	5½ %	Tls. 90 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$20,000	$9,553	50 cents for year ending 31.7.08	5½ %	$9½ buyers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 74 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 6,308	Tls. 8 for 1906	...	Tls. 78 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	...	Tls. 275 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	1 10½ per share for 1907=$1.037	11½ %	$9 buyers
China-Borneo Company, Limited	60,000	$12	$12	$25,000	Nil.	$1.20 for 1907	10½ %	$11½ sales
China Light and Power Company, Limited Do. Do. special shares	50,000 50,000	$10 $1	$10 $1	none	61,138	60 cents for year ended 28.2.06	...	$4½ sales and b.
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$1,000,000	$3,407	80 cents for 1908	7½ %	$9.20 ex div. b.
Dairy Farm Company, Limited	40,000	$7½	$6	$10,000 $8,000	$48	$1.50 for year ending 31.7.08	5¾ %	$14 buyers
Green Island Cement Company, Limited	600,000	$10	$10	$12,000	$5,078	Interim of 40 cents for account 1908	10 %	$9.70 sellers
H. Price & Company, Limited	12,000	$10	$10	$5,000	$251	75 cents for 9 months ending 31.12.07	8 %	$12 buyers
Hall & Holtz, Limited	12,000	$20	$20	$186,000	$8,957	$2 for year ending 28.2.08	10 %	$23
Hongkong Electric Company, Limited	60,000	$10	$10	none	$9,321	$1 and bonus 20 cts. for year ending 29.2.08	6½ %	$19
Hongkong Ice Company, Limited	5,000	$25	$25	$120,000	$4,578	Interim of $4 for account 1908	8½ %	$220 sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	none	$8,191	Interim of $1 for account 1908	7½ %	$25
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 17,127	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 50 to date	6 %	Tls. 830 sellers
Peak Tramways Company, Limited	25,000	$10	$10	$5,000	$7,471	80 cents on fully paid shares and 6 cents on $1 paid shares for year ending 30.4.08	6 % 4 %	$14 $2
Peak Tramways Company (new) Philippine Company, Limited	50,000 75,000	$10 $10	$1 $10	none	Nil.	None	...	$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7½ for 1907	6½ %	Tls. 121
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 8,492	Final of Tls. 9 making in all Tls. 14 for 1907	11½ %	Tls. 125 sales
Shanghai Waterworks Company, Limited	16,850	£20	£20	Tls. 190,000	Tls. 58,332	Final of 37/6 making 52/6 for 1907	...	Tls. 437½ sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. 1,566.12	None	...	$24
Steam Laundry Company, Limited	20,000	$5	$5	none	$236	40 cents for year ending 31.5.08	7½ %	$5½ sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 201	Tls. 6½ for year ending 30.4.07	...	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	$10	$10		$111	50 cents for 1907	5 %	$10
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$1,360	80 cents on 9,900 ord. shares and $19.80 on 100 Foundr. shares for yr. end. 31.5.07	6½ %	$13 buyers
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$100,000 $25,000	$6,438	Interim of 30 cents a/c 1908	6½ %	$9 sales
William Powell, Limited	15,000	$7	$7	none	$3,95	Final of 30 cts. making 60 cts. for the year ended 30th June, 1906	...	$4

* These shares are entitled to half of the profits

DIVIDENDS PAYABLE:—

Hongkong & Shanghai B'king Corporation	£2.5/-	February 20th
Shanghai Land Investment Co., Ltd.	Tls. 5	" 22nd
Hongkong and Whampoa Dock Company.	$4	

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th February, 1909. [162

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC,"
FROM TACOMA, SEATTLE, VICTORIA, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th February, 1909. [10

FROM EUROPE.

THE H. A. L. Steamship

"DORTMUND,"

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th February, 1909 [175

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of February, at 9.30 A.M.

All claims must reach us before the 23rd of February, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 12th February, 1909. [5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's *Godowns at Kowloon, where each* consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendant.

Hongkong, 13th January, 1909. [4

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th March, 1908. [14

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [66

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
利廣隆傢具行

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. Li KWONG-LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908 [44

MOTOR LAUNCHES.

FOR HIRE FROM $2 PER HOUR.
SUNRISE TO SUNSET.
TWILIGHT and MOONLIGHT EXCURSIONS.

BLAKE PIER.

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"Gertie,"
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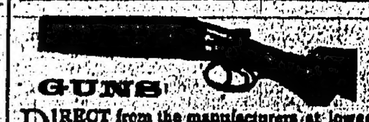

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